

AGENDA

PARKING AND TRAFFIC COMMISSION of the CITY OF HANFORD

**COUNCIL CHAMBERS
400 N. Douty St.
5:30 PM, Thursday, July 26, 2018**

CALL TO ORDER

ROLL CALL

FLAG SALUTE

MINUTES APPROVAL

- 1. Approve Minutes from April 26, 2018 Parking & Traffic Meeting**

PUBLIC COMMENT

*This is the time for citizens to comment on subject matters not on the agenda and that are within the jurisdiction of the Commission. A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

STAFF REPORTS

- 2. Suggested Routes to School, Pioneer Union Elementary School District**
- 3. Suggested Routes to School, Hanford Elementary School District**
- 4. Suggested Routes to School, St. Rose McCarthy Catholic School**
- 5. New Bus Stop for KART at 519 N. Douty Street**
- 6. Red Curb Requests, posted No Parking, at four bus stop locations.**

STAFF COMMUNICATION

- 7. Transportation Projects - Five Year Capital Plan**
- 8. City Council Actions**

COMMISSIONERS ITEMS OF INTEREST

ADJOURNMENT

Materials related to an item on this Agenda submitted to the Parking & Traffic Commission after distribution of the agenda packet are available to public inspection in the Public Works Office located at 900 S. 10th Avenue, Hanford, California 93230, during normal business hours. Such documents are also available at the city's website, www.cityofhanfordca.com subject to staff's ability to post documents before the meeting.

If you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the Public Works office, 559-585-7166, 900 S. 10th Avenue, Hanford, California 93230, at least 2 days prior to the meeting {28 CFR 35.102.35.104 ADA Title II}



AGENDA STAFF REPORT

MEETING DATE: 7/26/2018	AGENDA SECTION: 1
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SUBJECT:

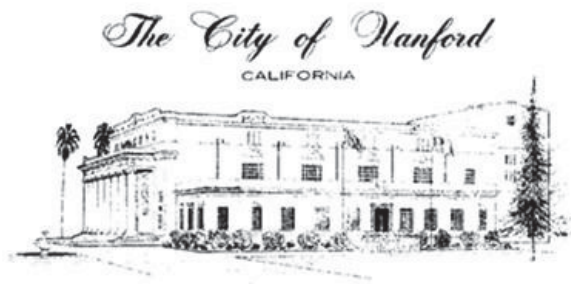
Approve Minutes from April 26, 2018 Parking & Traffic Meeting

RECOMMENDATION:

That the Parking & Traffic Commission, by motion, approve the April 26, 2018 Parking & Traffic Minutes

FISCAL IMPACT:**ATTACHMENTS:**

4.26.18 minutes



MINUTES
PARKING AND TRAFFIC COMMISSION
of the
CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
5:30 PM, Thursday, April 26, 2018

CALL TO ORDER

Chairman DWIGGINS called the meeting to order at 5:30 PM.

ROLL CALL

Attendee Name	Title	Status	Arrived
Glenda Dwyer		Absent	
James MacLellan		Present	
Alex Dwiggins		Present	
Jeffrey Porterfield		Present	
Roger Snow		Present	

Also in attendance:

City Council member Diane Sharp

Rodrigo Jimenez

Angelina Ochoa

Jorge Sandoval

Bob Ramos

Lou Martinez

Jacqueline Mendoza

Jessica Zarate

Daisy Vargas

FLAG SALUTE

Chairman DWIGGINS led the flag salute.

MINUTES APPROVAL

1. Approve Minutes from March 22, 2018 Parking & Traffic Commission Meeting

Motion to accept the minutes.

Attachment: 4.26.18 minutes (4.26.18 minutes)

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Jeffrey Porterfield
SECONDER:	Roger Snow
AYES:	MacLellan, Dwiggins, Porterfield, Snow
ABSENT:	Dwyer

PUBLIC COMMENT

*This is the time for citizens to comment on subject matters not on the agenda and that are within the jurisdiction of the Commission. A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

Lou Martinez stated safety is a concern and would like to see improved crossings for schools. Mr. Martinez stated that he would like to see a mid-block crosswalk from Coe park to Long Field Center using CDBG monies to fund the project.

Bob Ramos spoke in support of Mr. Martinez' comments regarding improved crosswalks. Mr. Ramos also commented on Douty St. becoming more and more busy and the vehicles are traveling at high rates of speed.

City Council Representative Diane Sharp stated that it was her first visit to the Parking & Traffic Commission and wanted to introduce herself to the Commission.

STAFF REPORTS

STAFF COMMUNICATION

2. 12th Ave. Widening Project

Staff commented briefly on the 12th Ave. Widening Project.

3. City Council Actions

Staff commented briefly on City Council Actions.

COMMISSIONERS ITEMS OF INTEREST

Commissioner DWIGGINS commented that the sidewalk at Starbucks is in major need of repair. Staff stated that an encroachment permit was issued for the repairs and would be completed soon.

ADJOURNMENT

Chairman DWIGGINS motined to adjourn the meeting at 6:01pm

Attachment: 4.26.18 minutes (4.26.18 minutes)



AGENDA STAFF REPORT

MEETING DATE: 7/26/2018	AGENDA SECTION: 2
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SUBJECT:

Suggested Routes to School, Pioneer Union Elementary School District

RECOMMENDATION:

That the Parking and Traffic Commission, by motion, recommend to the City Council that the Suggested Routes to School plans be approved for Frontier Elementary School, Pioneer Elementary School, and Pioneer Middle School for the upcoming 2019-2020 school year.

BACKGROUND:

Pursuant to State of California regulations, Pioneer Elementary School District staff and City staff have discussed proposed changes to the Suggested Routes to School plans for Pioneer Elementary, Frontier Elementary, and Pioneer Middle Schools. These plans are provided to the schools to educate students and parents of the suggested routes to schools and to indicate to students the suggested ways to get from home to school and back home. Additionally, the plans note the locations of the school bus stops for the noted school year.

For the upcoming 2019-2020 school year, the boundaries and bus stops will remain much the same. Pioneer Middle School has added 3 bus stops at Saffron Street and Peoples Ditch, Pepper Drive and Peoples Ditch, and North Star Drive and Peoples Ditch.

Attached are the maps and written descriptions for each school that describes the element of each plan.

Respectfully submitted,

Shawn Dailey, Secretary
Engineering Technician, II

FISCAL IMPACT:

ATTACHMENTS:
PIONEER SRTS 2019

FRONTIER SCHOOL

SUGGESTED ROUTE PLAN

PAGE 1 OF 3



LEGEND

	BUS STOP
	SUGGESTED SCHOOL ROUTE
	CROSSWALK
	SCHOOL BOUNDARY
	SIGNAL

FRONTIER SCHOOL

Suggested Route to School

The key elements of this plan are as follows:

1. That the students living south of Flint Avenue, west of Highway 43, north of Coronado Place, and east of Caronette Lane/Court walk to the bus stop at Mission Drive and Adobe Ct.
2. That the students living south of Imperial Drive, west of 10th Avenue, north of Encore Drive, and east of Caronette Lane/Court walk to the bus stop at Fairmont Drive and Miramar Avenue.
3. That the students living south of Flint Avenue, west of Caronette Court, north of Sherwood Drive, and east of Douty Street walk to the school bus stop at Douty Street and Fairway Avenue.
4. That the students living south of Sherwood Drive, west of Caronette Lane, north of Encore Drive, and east of Douty Street walk to the bus stop at Douty Street and Windsor Drive.
5. That the students living south of Encore Drive, west of 10th Avenue, north of Orange Street, and east of Caronette Lane walk to the bus stop at Encore Drive and Fairmont Drive.
6. That the students living south of Orange Street, west of 10th Avenue, north of Fargo Avenue and east of Caronette Lane walk to the bus stop at Fairmont Drive and Redwood Street.
7. That the students living south of Encore Drive, west of Caronette Lane, north of Fargo Avenue and east of Douty Street walk to the bus stop at Douty Street and Solar Drive.
8. That the students living south of Fargo Avenue, west of 12th Avenue, north of Sangiovese Street, east of Chardonnay Place walk to the bus stop at Fargo Avenue and Corvina Place.
9. That the students living south of Sangiovese Street, west of 12th Avenue, north of Mallard Way and east of Vintage Place walk to the bus stop at 12th Avenue and Vineyard Place.
10. That the students living south of Mallard Way, west of Zinfandel Drive, north of Grangeville Boulevard, and east of Centennial Drive walk to Frontier School.





Attachment: PIONEER SRTS 2019 (PUESD SRTS)

PIONEER SCHOOL

SUGGESTED ROUTE PLAN

PAGE 1 OF 2



LEGEND

	BUS STOP
	SUGGESTED SCHOOL ROUTE
	CROSSWALK
	SCHOOL BOUNDARY
	SIGNAL

PIONEER SCHOOL

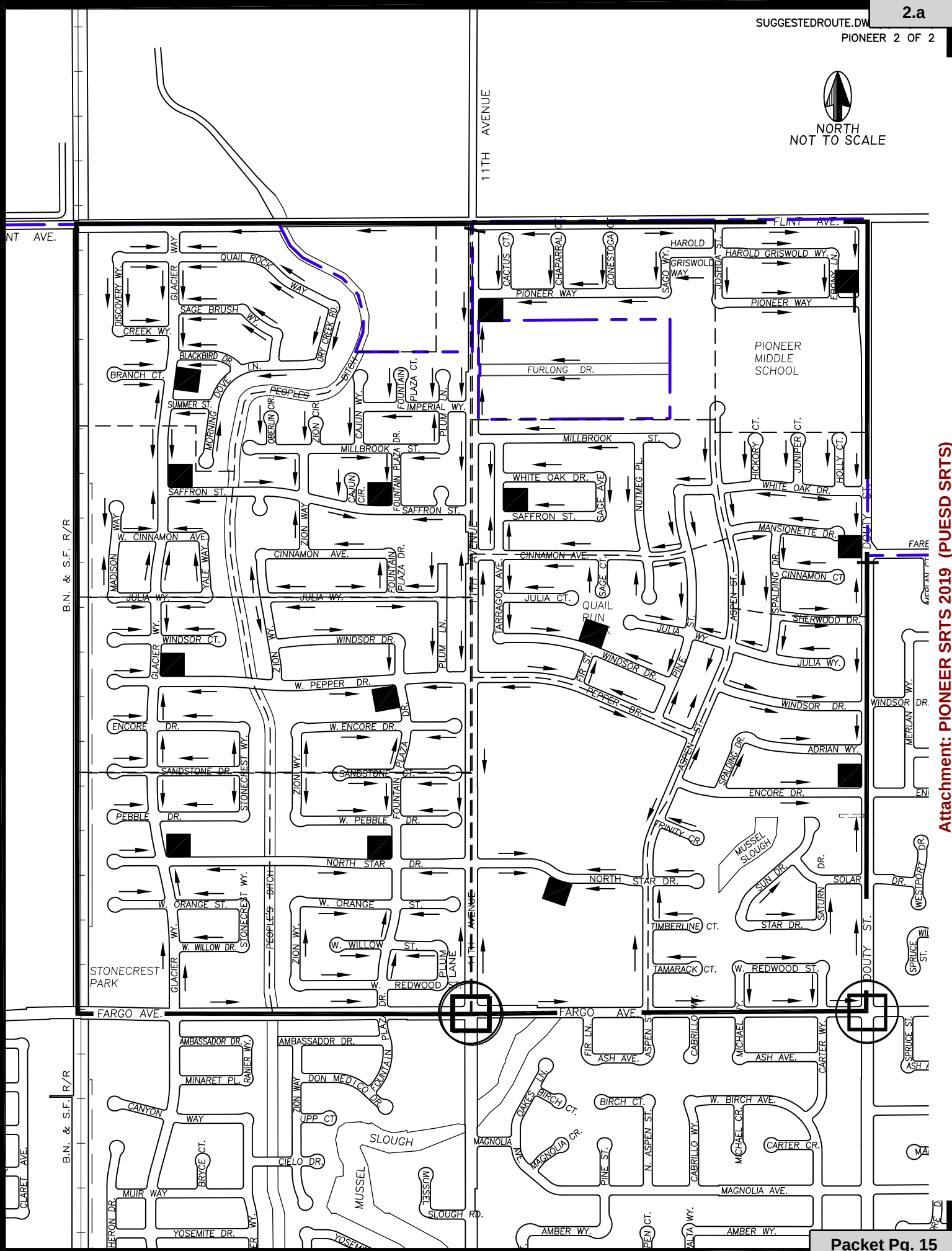
Suggested Route to School

The key elements of this plan are as follows:

1. That the students living south of Flint Avenue, west of Joshua Street, north of Millbrook Street and east of 11th Avenue walk to the bus stop at 11th Avenue and Pioneer Way.
2. That the students living south of Flint Avenue, west of Douty Street, north of Millbrook Street, and east of Joshua Street walk to the bus stop at the Northwest corner of Douty St. and Pioneer Way.
3. That the students south of Flint Avenue, west of Peoples Ditch, north of Summer Street and east of BN & SF Railroad walk to the bus stop on the east side of Glacier Way at the park.
4. That the students living south of Millbrook Street, west of Peoples Ditch, north of Julia Way, and east of BN & SF Railroad tracks walk to the bus stop at Glacier Way and Saffron Street.
5. That the students living south of Furlong Drive, west of 11th Avenue, north of Julia Way and east of Peoples Ditch walk to the bus stop at Saffron Street and Fountain Plaza Drive.
6. That the students living south of Millbrook Street, west of Aspen Street, north of Cinnamon Avenue and east of 11th Avenue walk to the bus stop at Saffron Street and Tarragon Avenue.
7. That the students living south of Pioneer Middle School, west of Douty Street, north of Sherwood Drive, and east of Aspen Street walk to the bus stop at Douty Street and Fareway Avenue.
8. That the students living south of Julia Way, west of Peoples Ditch, north of Sandstone Drive and east of BN & SF Railroad tracks walk to the bus stop at Glacier Way and Pepper Drive.
9. That the students living south of Julia Way, west of 11th Avenue, north of Sandstone Court and east of Peoples Ditch walk to the bus stop at Pepper Drive and Fountain Plaza Drive.
10. That the students living south of Cinnamon Avenue, west of Aspen Street, north of Pepper Drive and east of 11th Avenue walk to the bus stop at Windsor Drive and Fir Street.
11. That the students living south of Sherwood Drive, west of Douty Street, north of Fargo Avenue, and east of Aspen Drive walk to the bus stop at Douty Street and Encore Drive.
12. That the students living south of Sandstone Drive, west of Peoples Ditch, north of Fargo Avenue and east of BN & SF Railroad tracks walk to the bus stop at Northstar Drive and Glacier Way.

Pioneer School, Suggested Route to School, continued

13. That the students living south of Sandstone Court, west of 11th Avenue, north of Fargo Avenue and east of Peoples Ditch walk to the bus stop at Northstar Drive and Fountain Plaza Drive.
14. That the students living south of Pepper Drive, west of Aspen Street, north of Fargo Avenue and east of 11th Avenue walk to the bus stop on Northstar Drive between 11th Avenue and Aspen Street.



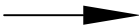
Attachment: PIONEER SRTS 2019 (PUESD SRTS)

PIONEER MIDDLE SCHOOL

SUGGESTED ROUTE PLAN PAGE 1 OF 3



LEGEND

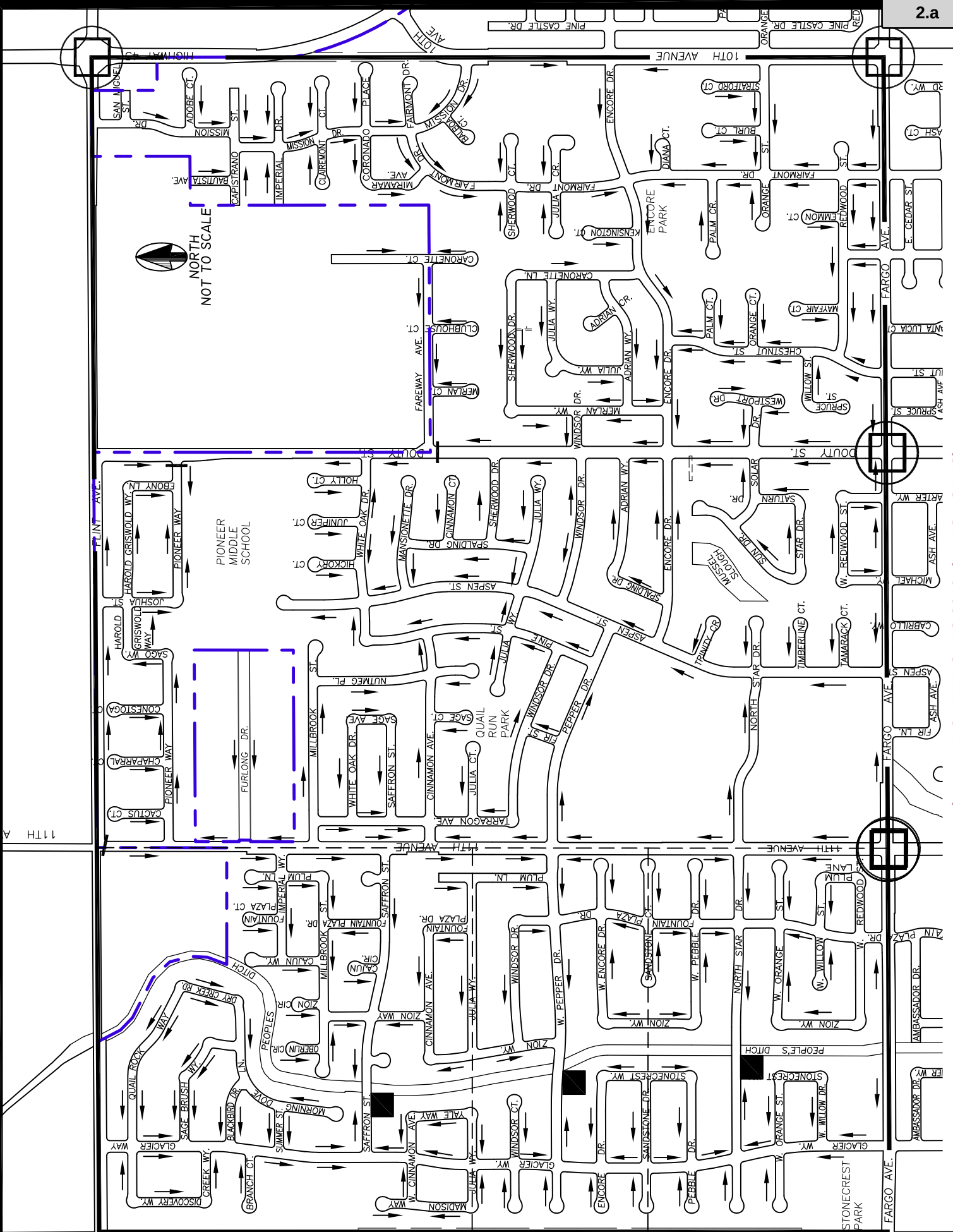
	BUS STOP
	SUGGESTED SCHOOL ROUTE
	CROSSWALK
	SCHOOL BOUNDARY
	SIGNAL

PIONEER MIDDLE SCHOOL

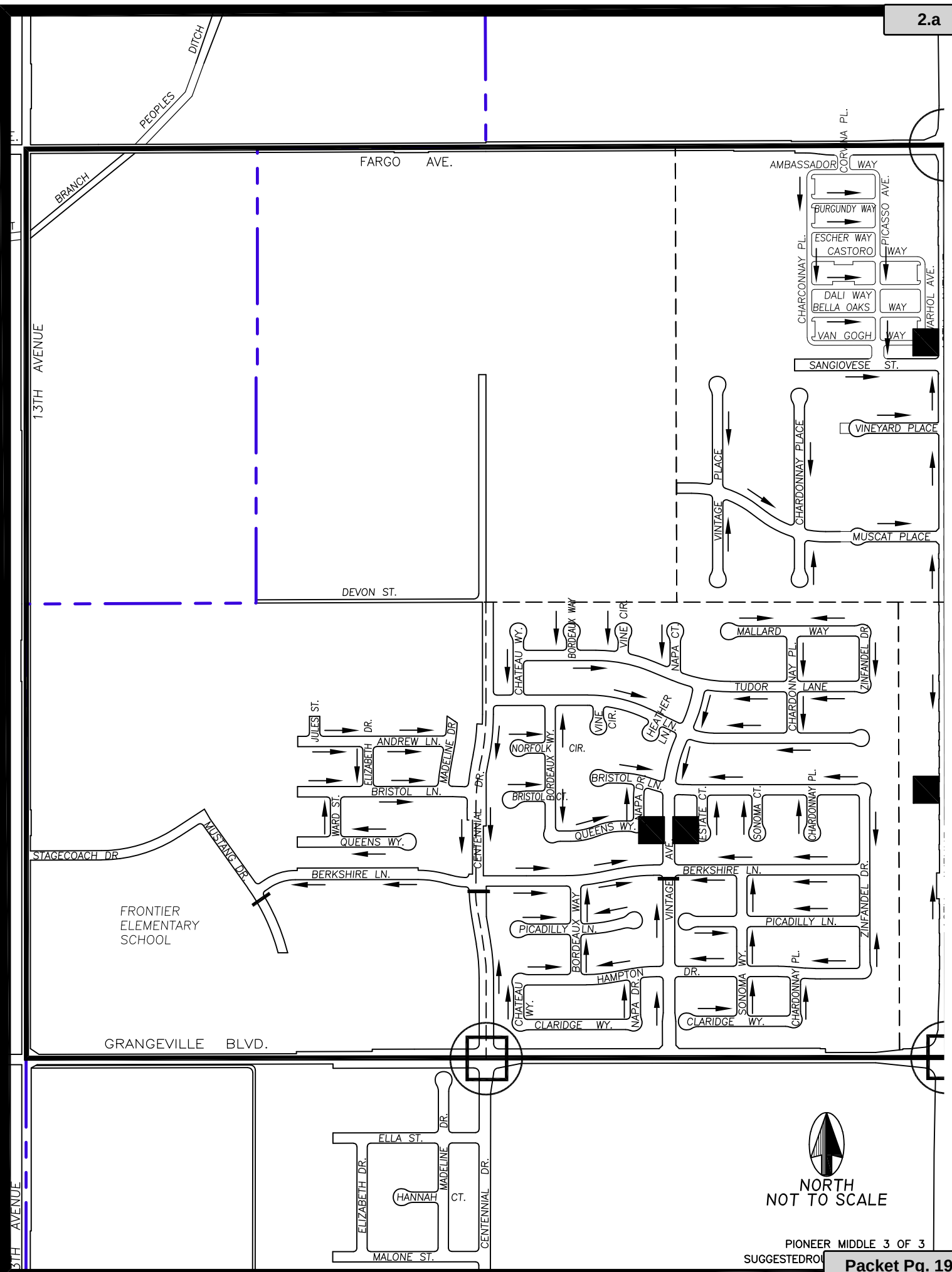
Suggested Route to School

The key elements of this plan are as follows:

1. That the students living south of Flint Avenue, west of 10th Avenue, north of Fargo Avenue and east of Douty Street walk to Pioneer Middle School using the Douty Street/Fairway Avenue intersection crosswalk.
2. That the students living south of Flint Avenue, west of Douty Street, north of Fargo Avenue, and east of 11th Avenue walk to Pioneer Middle School.
3. That the students living south of Flint Avenue, west of 11th Avenue, north of Julia Way, and east of BN & SF Railroad tracks walk to bus stop at Saffron Street and Peoples Ditch.
4. That the students living south of Julia Way, west of 11th Avenue, north of Sandstone Drive, and east of BN & SF Railroad tracks walk to the bus stop at Pepper Drive and Peoples Ditch.
5. That the students living south of Sandstone Drive, west of 11th Avenue, north of Fargo Avenue, and east of BN & SF Railroad tracks walk to the bus stop at North Star Drive and Peoples Ditch.
6. That the students living south of Fargo Avenue, west of 12th Avenue, north of Sangiovese Street and east of Chardonnay Place walk to the bus stop at 12th Avenue north of Sangiovese Street.
7. That the Students living south of Sangiovese Street, west of 12th Avenue, north of Mallard Way and east of Vintage Place walk to the bus stop at 12th Avenue north of Muscat Place.
8. That the students living south of Mallard Way, east of Zinfandel Drive and north of Grangeville Boulevard walk to the bus stop at 8700 12th Avenue.
9. That the students living south of Mallard Way, east of Vintage Avenue, north of Grangeville Boulevard and west of Zinfandel Drive walk to the bus stop at east side of Vintage Avenue south of Bristol Lane.
10. That the students living south of Mallard Way, east of Centennial Drive, north of Grangeville Boulevard and west of Vintage Avenue walk to the bus stop at west side of Vintage Avenue south of Bristol Lane.



Attachment: PIONEER SRTS 2019 (PUESD SRTS)





AGENDA STAFF REPORT

MEETING DATE: 7/26/2018	AGENDA SECTION: 3
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SUBJECT:

Suggested Routes to School, Hanford Elementary School District

RECOMMENDATION:

That the Parking and Traffic Commission, by motion, recommend to the City Council that the Suggested Routes to School plans be approved for Hanford Elementary School District for the upcoming 2019-2020 school year.

BACKGROUND:

Pursuant to State of California regulations, Hanford Elementary School District staff, and City staff have discussed proposed changes to the Suggested Routes to School plans for Hamilton, King, Lincoln, Monroe, Richmond, Roosevelt, Simas, Washington, Kennedy Jr. High, Wilson Jr. High. These plans are provided to the schools to educate students and parents of the suggested routes to schools and to indicate to students the suggested ways to get from home to school and back home. Additionally, the plans note the locations of the school bus stops for the noted school year.

For the upcoming 2019-2020 school year, the boundaries will remain pretty much the same as last annual update. Students will continue to be transferred to Hamilton School and Monroe School.

Attached are the maps and written descriptions for each school that describes the element of each plan.

Respectfully submitted,

Shawn Dailey, Secretary
Engineering Technician, II

FISCAL IMPACT:

ATTACHMENTS:
HESD SRTS 2019

HAMILTON SCHOOL

SUGGESTED ROUTE PLAN PAGE 1 OF 2



LEGEND

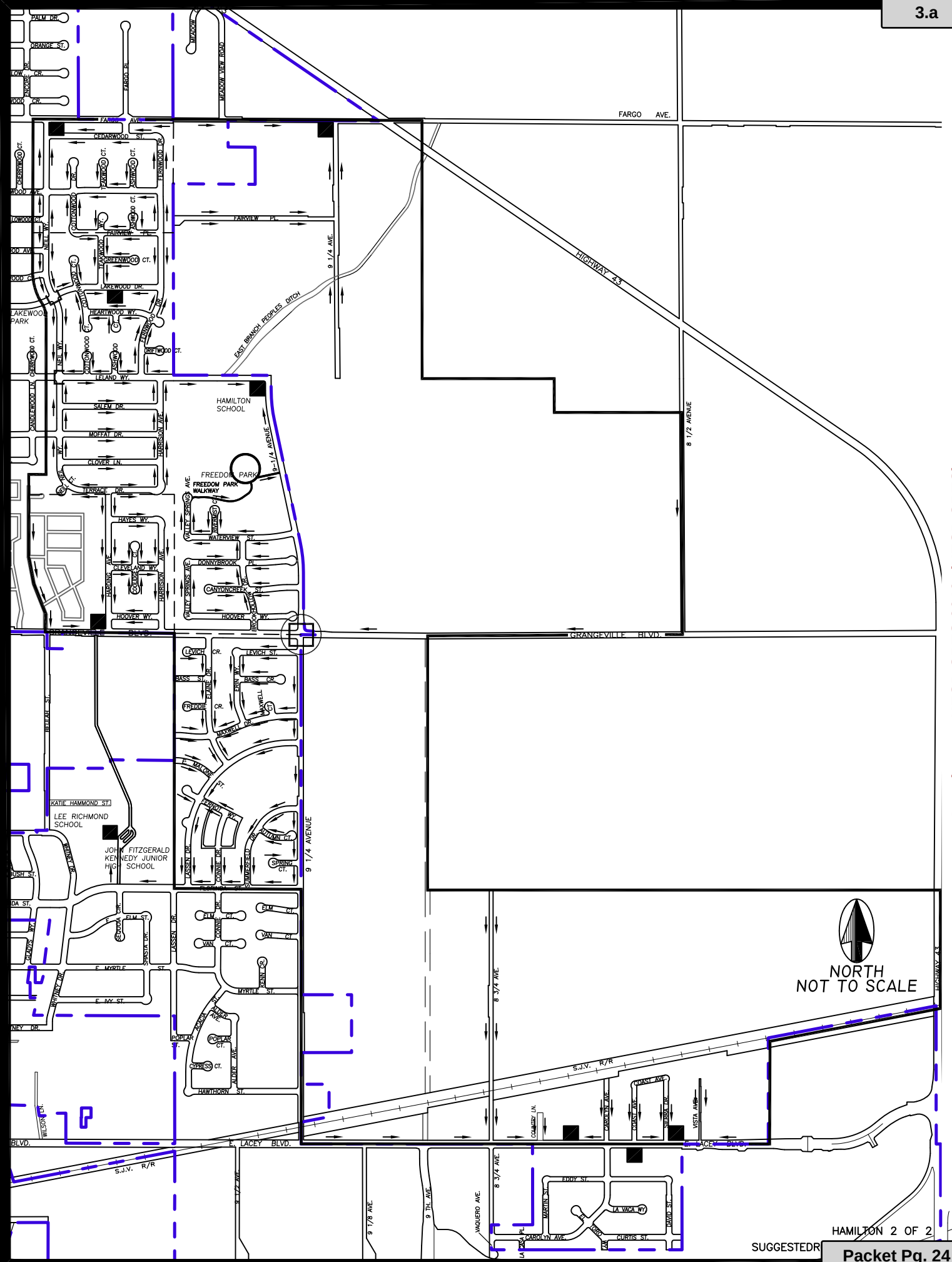
	BUS STOP
	SUGGESTED SCHOOL ROUTE
	CROSSWALK
	SCHOOL BOUNDARY
	SIGNAL

HAMILTON SCHOOL

Suggested Route to School

The key elements of this plan are as follows:

1. That the students living south of Fargo Avenue, west of Fernwood Drive, north of Fairview Place, and east of Neill Way walk to the bus stop at Fargo Avenue and Neill Way.
2. That the students living south of Fargo Avenue, west of 9 ¼ Avenue, north of Grangeville Boulevard, and east of Fernwood Drive walk to the bus stop at Fargo Avenue and 9 ¼ Avenue.
3. That the students living south of Fairview Place, west of Fernwood Drive, north of Leland Way and east of Neill Way walk to the bus stop at Lakewood Drive east of Teakwood Way.
4. That the students living south of Leland Way, west of 9-1/4 Avenue, north of Terrace Drive, and east of Neill Way walk to Hamilton School.
5. That the students living south of Terrace Drive, west of Harrison Avenue, north of Grangeville Boulevard, and east of the extension of Candlewood Lane walk to the bus stop at Harding Avenue and Grangeville Boulevard.
6. That the students living south of Leland Way, west of 8-1/2 Avenue, north of Grangeville Boulevard, and east of Harrison Avenue walk to Hamilton School.
7. That the students living south of Grangeville Boulevard, west of 9-1/4 Avenue, and north of Florinda Street walk to the bus stop at Richmond School/Kennedy Jr. High School.
8. That the students living south of Grangeville Boulevard, west of Highway 43, north of Lacey Boulevard, and east of 9-1/4 Avenue walk to the bus stop at Lacey Boulevard, west of Carolyn Avenue.
9. That the students living south of Grangeville Boulevard, west of Highway 43, north of Lacey Boulevard, and east of Carolyn Avenue walk to the bus stop at Lacey Boulevard east of Sierra Avenue.



MARTIN LUTHER KING JR. SCHOOL

SUGGESTED ROUTE PLAN

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LEGEND

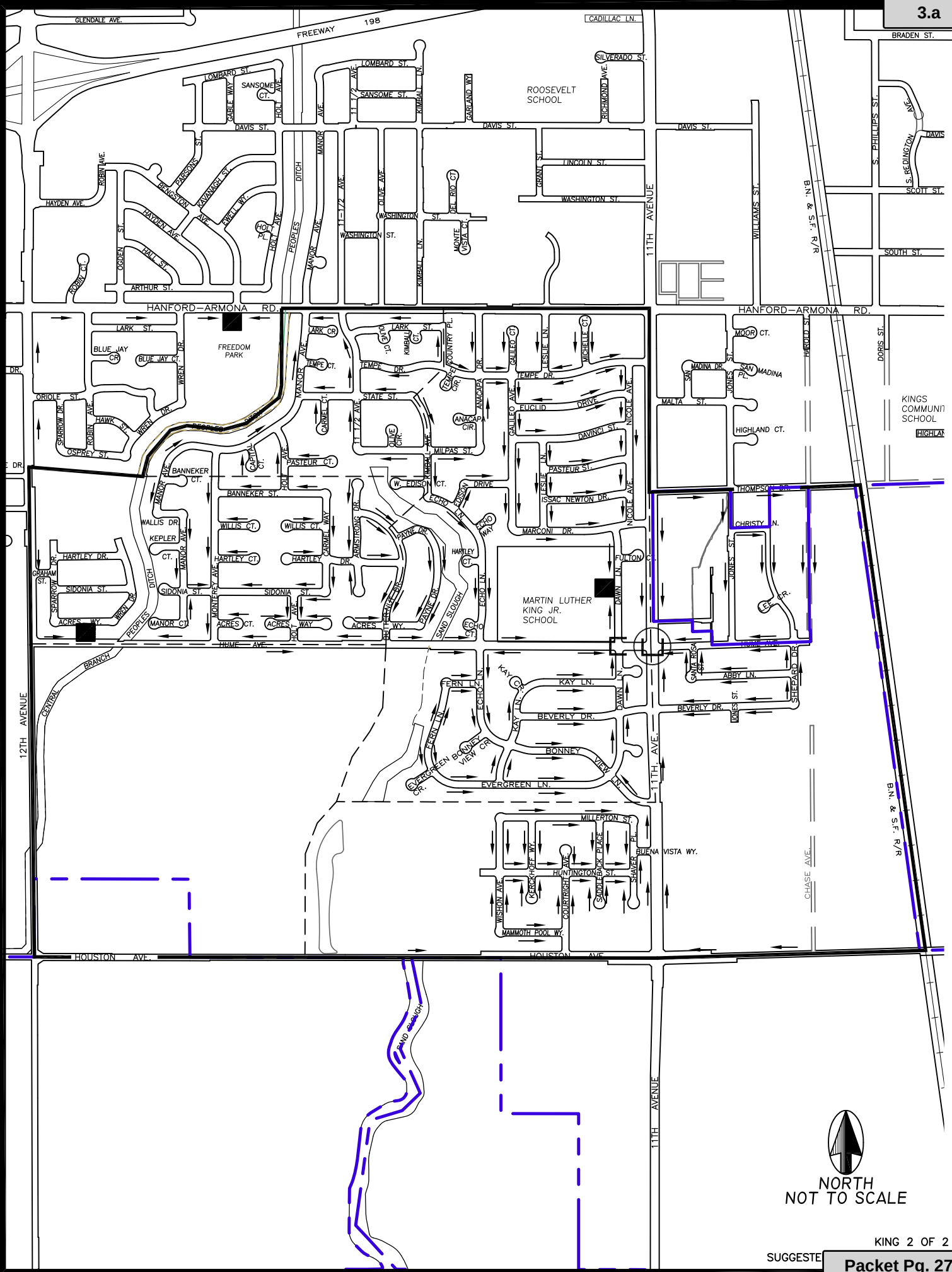
	BUS STOP
	SUGGESTED SCHOOL ROUTE
	CROSSWALK
	SCHOOL BOUNDARY
	SIGNAL

MARTIN LUTHER KING JR. SCHOOL

Suggested Routes to School The

key elements of this plan are as follows:

1. That the students living south of Hanford-Armona Road, west of the extension of Country Place/Kimball Avenue, north of Banneker Street/Edison Court, and east of 12th Avenue, walk to the bus stop at Hanford- Armona Road and Centennial Park.
2. That the students living south of Banneker Street, west of Butternut Drive, north of Hume Avenue, and east of 12th Avenue walk to the bus stop at Hume Avenue west of Peoples Ditch.
3. That the students living south of Hanford-Armona Road, west of 11th Avenue, north of Millerton Street, and east of the extension of Butternut Drive/Kimball Avenue/Country Place walk to King School.
4. That the students living south of Millerton Street, west of 11th Avenue, north of Houston Avenue, and east of the extension of Butternut Drive/Kimball Avenue/Country Place walk to King School.
5. That the students living south of Thompson Drive, west of Santa Fe Railroad tracks, north of Houston Avenue, and east of 11th Avenue walk to King School.



Attachment: HESD SRTS 2019 (HESD SRTS)



NORTH
NOT TO SCALE

LINCOLN SCHOOL

SUGGESTED ROUTE PLAN

PAGE 1 OF 2



LEGEND

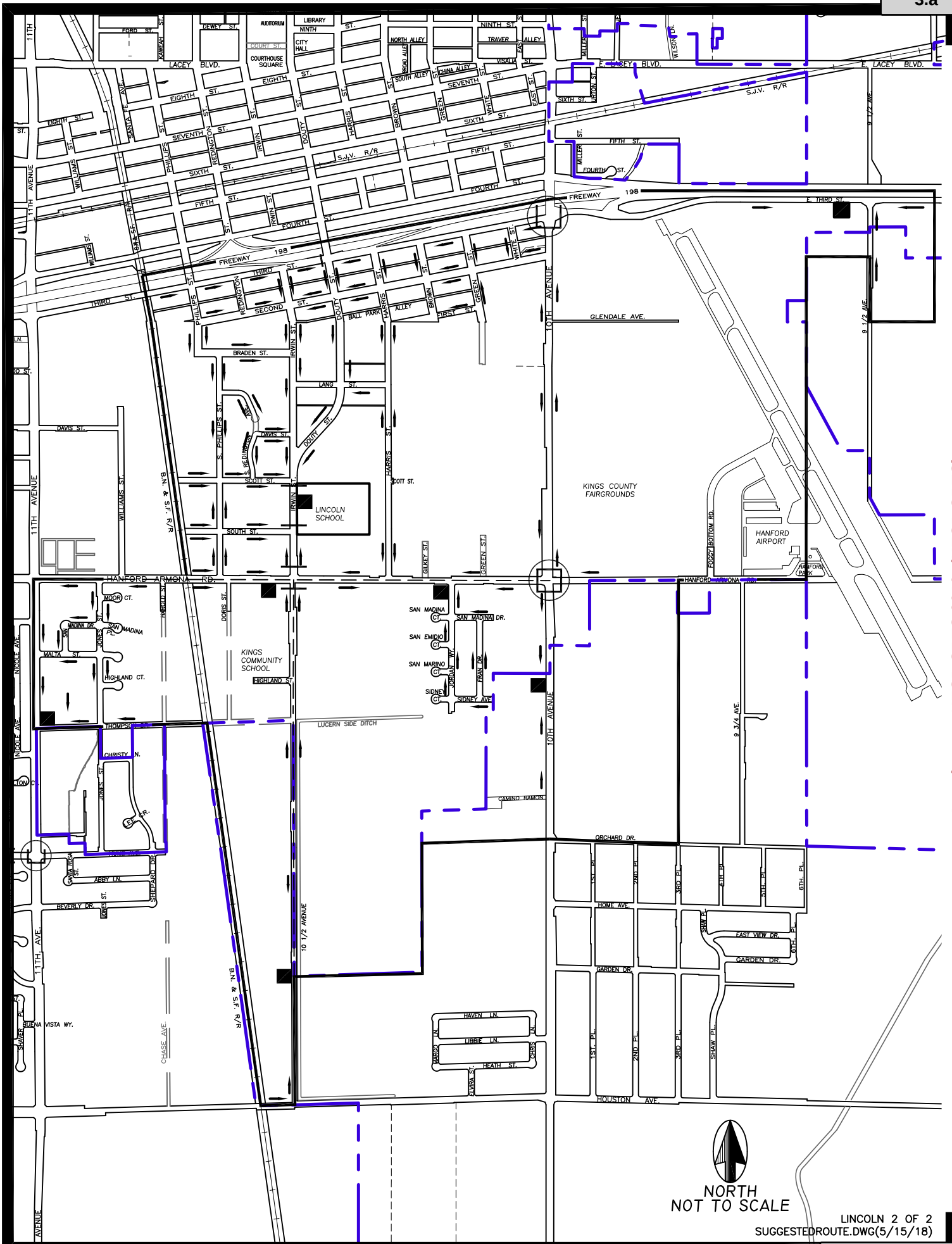
	BUS STOP
	SUGGESTED SCHOOL ROUTE
	CROSSWALK
	SCHOOL BOUNDARY
	SIGNAL

LINCOLN SCHOOL

Suggested Routes to School The

key elements of this plan are as follows:

1. That the students living south of Freeway 198, west of 10th Avenue, north of Hanford-Armona Road, and east of Santa Fe Railroad tracks walk to Lincoln School.
2. That the students living south of Freeway 198, west of 9-1/2 Avenue, north of Hanford- Armona Road, and east of 10th Avenue walk to the bus stop at Third Street and 9-1/2 Avenue.
3. That the students living south of Hanford-Armona Road, west of Santa Fe Railroad tracks, north of Thompson Drive, and east of 11th Avenue walk to the bus stop at 11th Avenue and Thompson Drive.
4. That the students living south of Hanford-Armona Road, west of 10-1/2 Avenue, north of Houston, and east of Santa Fe Railroad tracks walk to the bus stop at Hanford-Armona Road and 10-1/2 Avenue and the bus stop on 10-1/2 Avenue north of Houston Avenue.
5. That the students living south of Hanford-Armona Road, west of Foggy Bottom Road, north of Orchard Drive, and east of 10-1/2 Avenue walk to the bus stop at Hanford-Armona Road and Jordan Way and the bus stop on 10th Avenue south of Hanford-Armona Road at Faria's Bakery.



Attachment: HESD SRTS 2019 (HESD SRTS)

NORTH
NOT TO SCALE

LINCOLN 2 OF 2
SUGGESTEDROUTE.DWG(5/15/18)

MONROE SCHOOL

SUGGESTED ROUTE PLAN

PAGE 1 OF 2



LEGEND

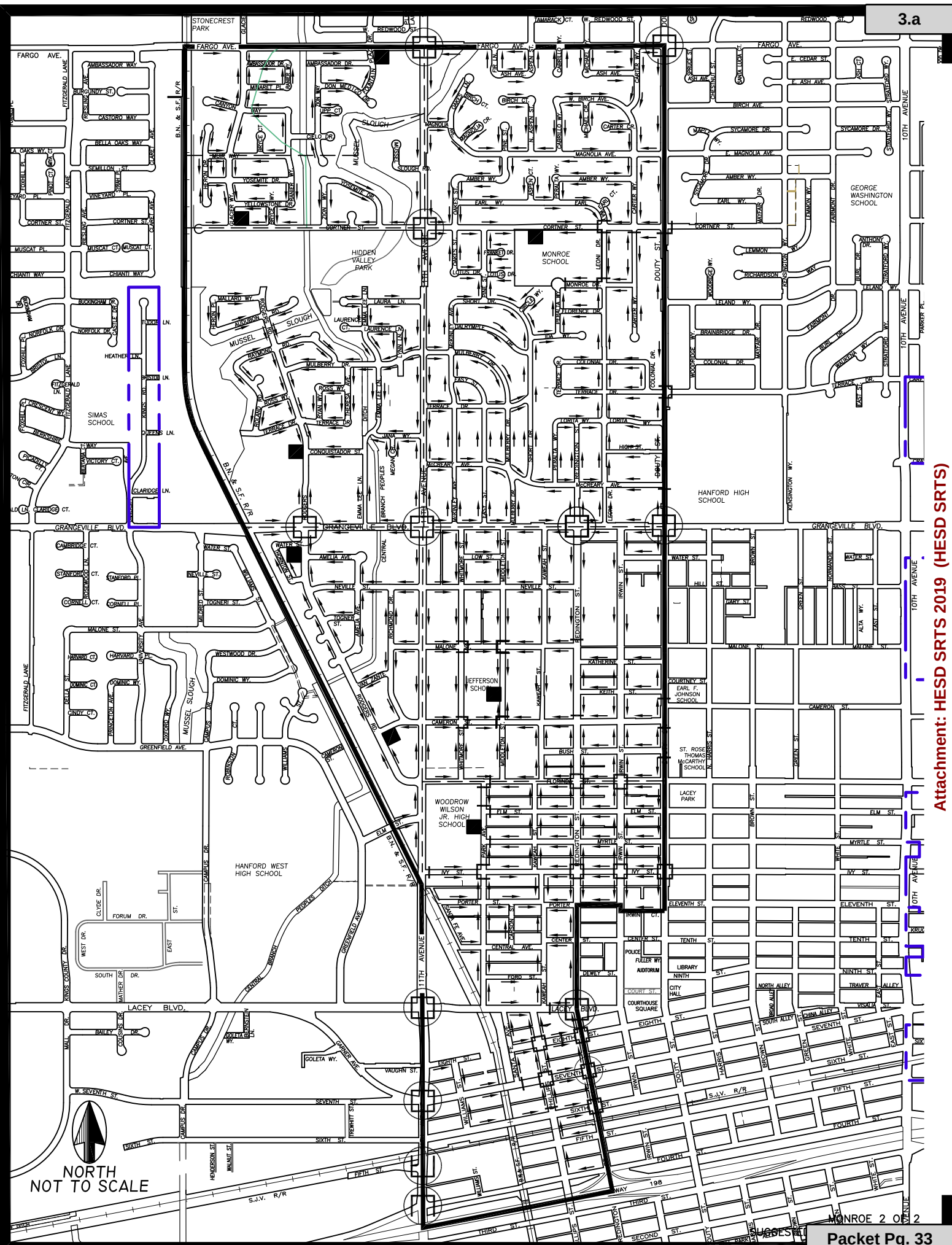
	BUS STOP
	SUGGESTED SCHOOL ROUTE
	CROSSWALK
	SCHOOL BOUNDARY
	SIGNAL

MONROE SCHOOL

Suggested Route to School

The key elements of this plan are as follows:

1. That the students living south of Fargo Avenue, west of 11th Avenue, north of Mussel Slough, west of Mussel Slough, north of Yosemite Drive, and east of Santa Fe Railroad tracks walk to the bus stop at Fargo Avenue and Fountain Plaza Drive.
2. That the students living south of Mussel Slough, west of 11th Avenue, north of Cortner Street, east of Santa Fe Railroad tracks, south of Muir Way and east of Mussel Slough walk to the bus stop on Glacier Way and Cortner Street.
3. That the students living south of Cortner Street, west of Douty Street, north of Grangeville Boulevard, and east of 11th Avenue walk to Monroe School.
4. That the students living south of Cortner Street, west of 11th Avenue, north of Grangeville Boulevard, and east of Santa Fe Railroad tracks walk to the bus stop at Rodgers Road and Conquistador Street.
5. That the students living south of Grangeville Boulevard, west of 11th Avenue, and east of Santa Fe Railroad tracks walk to the bus stop at Rodgers Road and Water Street and the bus stop at Rodgers Road and Cameron Street.
6. That the students living south of Grangeville Boulevard, west of Douty Street, north of Florinda Street, and east of 11th Avenue walk to the bus stop at Jefferson School.
7. That the students living south of Florinda Street, west of Douty Street, north of Highway 198, and east of 11th Avenue walk to the bus stop at Woodrow Wilson School.



Attachment: HESD SRTS 2019 (HESD SRTS)

RICHMOND SCHOOL

SUGGESTED ROUTE PLAN

PAGE 1 OF 2



LEGEND

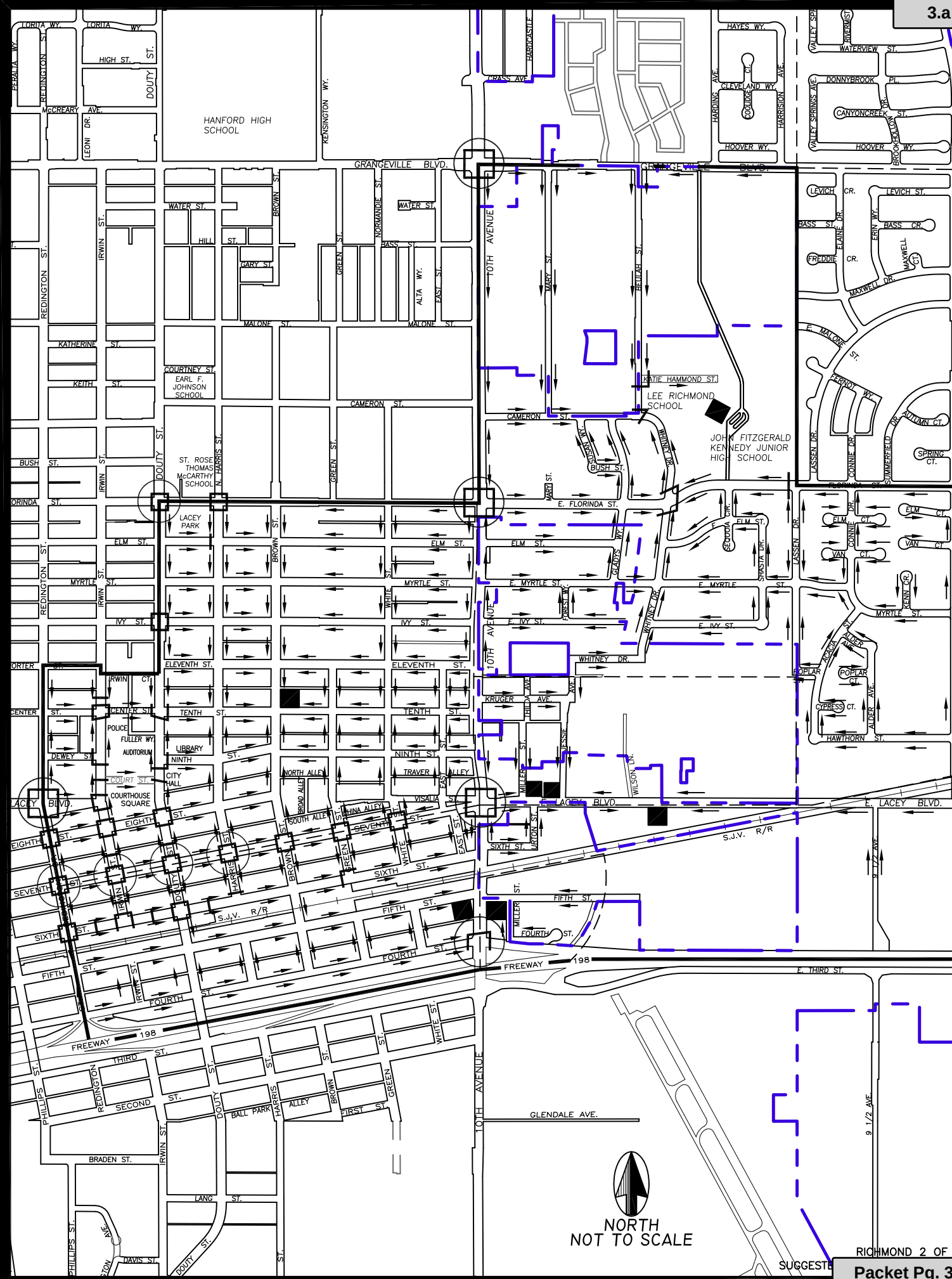
	BUS STOP
	SUGGESTED SCHOOL ROUTE
	CROSSWALK
	SCHOOL BOUNDARY
	SIGNAL

RICHMOND SCHOOL

Suggested Route to School

The key elements of this plan are as follows:

1. That the students living south of Grangeville Boulevard, west of 9¼ Avenue, north of San Joaquin Valley Railroad tracks, east of Lassen Drive, north of Kruger Avenue, and east of 10th Avenue walk to Richmond School.
2. That the students living south of Kruger Avenue, west of Lassen Drive, north of Lacey Boulevard, and east of 10th Avenue walk to the bus stop at Lacey Boulevard and Jessie Street for pick-up and Lacey Boulevard and Miller Street for drop-off.
3. That the students living south of Lacey Boulevard, west of 9¼ Avenue, north of Freeway 198, east of Peoples Ditch, north of San Joaquin Valley Railroad tracks, and east of 10th Avenue walk to the bus stop at Lacey Boulevard and Lacey Inn.
4. That the students living south of San Joaquin Valley Railroad tracks, west of Peoples Ditch, north of Freeway 198, and east of 10th Avenue walk to the bus stop at 10th Avenue and Fifth Street.
5. That the students living south of Florinda Street, west of 10th Avenue, north of Seventh Street, and east of Redington Street walk to the bus stop at Tenth Street and Brown Street.
6. That the students living south of Seventh Street, west of 10th Avenue, north of Freeway 198, and east of n Street, walk to the bus stop at 10th Avenue and Fifth Street.



Attachment: HESD SRTS 2019 (HESD SRTS)

ROOSEVELT SCHOOL

SUGGESTED ROUTE PLAN

PAGE 1 OF 2



LEGEND

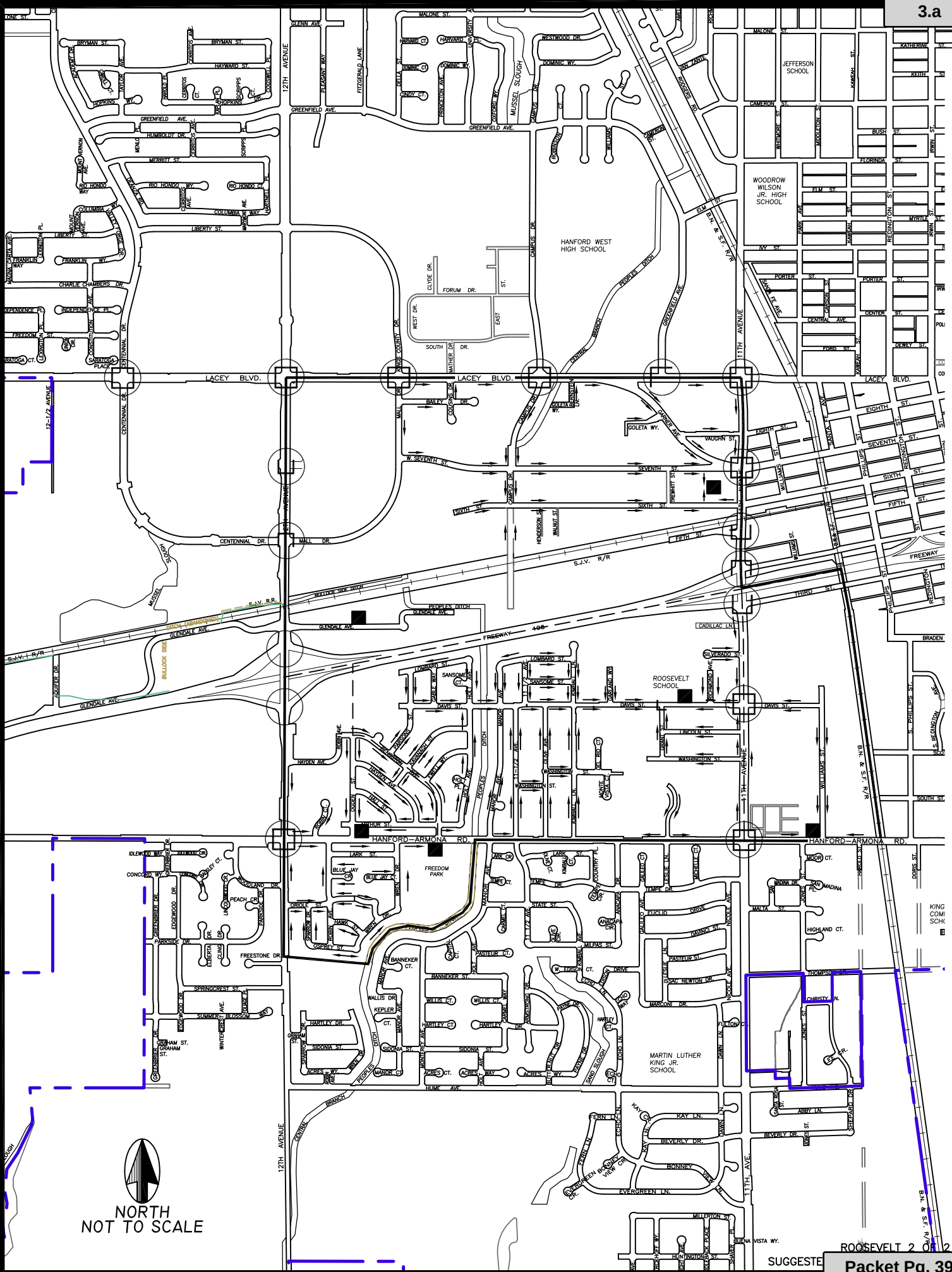
	BUS STOP
	SUGGESTED SCHOOL ROUTE
	CROSSWALK
	SCHOOL BOUNDARY
	SIGNAL

ROOSEVELT SCHOOL

Suggested Route to School

The key elements of this plan are as follows:

1. That the students living east of 12th Avenue, south of Lacey Boulevard, west of 11th Avenue, and north of Freeway 198 walk to the bus stop in the parking lot at 11th Avenue and Seventh Street. (old movie theater parking lot.)
2. That the students living south of Freeway 198, west of Bengston Avenue, north of Hanford-Armona Road and east of 12th Avenue walk to the bus stop at Hanford-Armona Road and Ogden Street.
3. That the students living south of Freeway 198, west of 11th Avenue north of Hanford-Armona Road, and east of Bengston Avenue walk to Roosevelt School.
4. That the students living south of Freeway 198, west of Santa Fe Railroad tracks, north of Hanford-Armona Road, and east of 11th Avenue walk to Roosevelt School and the bus stop at Hanford-Armona Road and Williams Street.
5. That the students living south of Hanford-Armona Road, west of Peoples Ditch/Centennial Park, north of Osprey Street, and east of 12th Avenue walk to the bus stop at Hanford-Armona Road and Centennial Park.



SIMAS SCHOOL

SUGGESTED ROUTE PLAN

PAGE 1 OF 2



LEGEND

	BUS STOP
	SUGGESTED SCHOOL ROUTE
	CROSSWALK
	SCHOOL BOUNDARY
	SIGNAL

SIMAS SCHOOL

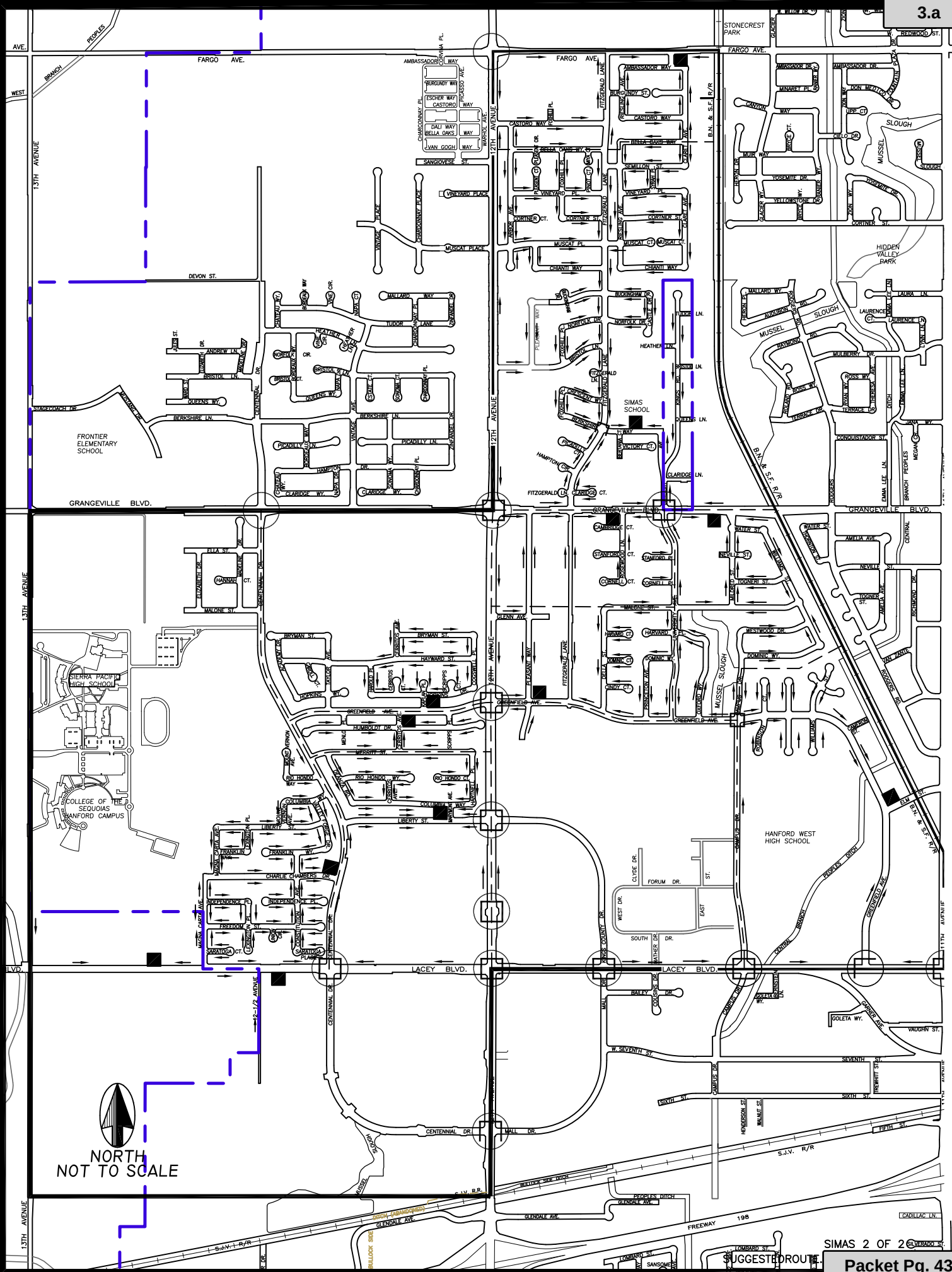
Suggested Route to School

The key elements of this plan are as follows:

1. That the students living south of Fargo Avenue, west of Santa Fe Railroad tracks, north of Bella Oaks Way, and east of 12th Avenue walk to the bus stop on Fargo Avenue and Syrah Place.
2. That the students living south of Bella Oaks Way, west of Santa Fe Railroad tracks, north of Grangeville Boulevard, and east of 12th Avenue walk to Simas School.
3. That the students living south of Grangeville Boulevard, west of Centennial Drive, north of Lacey Boulevard, and east of 13th Avenue walk to the bus stop at Centennial Drive and Charlie Chambers Drive, the bus stop at Lacey Boulevard and 13th Avenue (mobile home park).
4. That the students living south of Lacey Boulevard, west of Centennial Drive, north of the San Joaquin Valley Railroad tracks and east of 13th Avenue walk to the bus stop at Lacey Boulevard and Hofman's Nursery.
5. That the students living south of Merritt Street, west of 12th Avenue, north of Lacey Boulevard, and east of Centennial Drive walk to the bus stop at Liberty Street and Marymont Avenue.
6. That the students living south of Grangeville Boulevard, west of 12th Avenue, north of Greenfield Avenue, and east of Centennial Drive walk to the bus stop at Greenfield Avenue and Kaplin Place.
7. That the students living south of Greenfield Avenue, west of 12th Avenue, north of Merritt Street and east of Centennial Drive walk to the bus stop at Greenfield Avenue and Cerritos Avenue.
8. That the students living south of Grangeville Boulevard, west of University Avenue, north of Glenn Avenue, and east of 12th Avenue walk to the bus stop at Grangeville Boulevard and Rosewood Lane.
9. That the students living east of 12th Avenue, south of Glenn Avenue, west of University Avenue, and north of Greenfield Avenue walk to the bus stop at Greenfield Avenue east of Pleasant Way.
10. That the students living south of Grangeville Boulevard, west of Santa Fe Railroad tracks, north of Dominic Way, west of Campus Drive, north of Greenfield Avenue, and east of University Avenue walk to the bus stop at Grangeville Boulevard and Mildred Street.

Simas School, Suggested Route to School, continued

11. That the students living south of Dominic Way, west of Santa Fe Railroad tracks and 11th Avenue, north of Lacey Boulevard, and east of Campus Drive walk to the bus stop at Elm Street and Greenfield Avenue.



WASHINGTON SCHOOL

SUGGESTED ROUTE PLAN

PAGE 1 OF 2



LEGEND

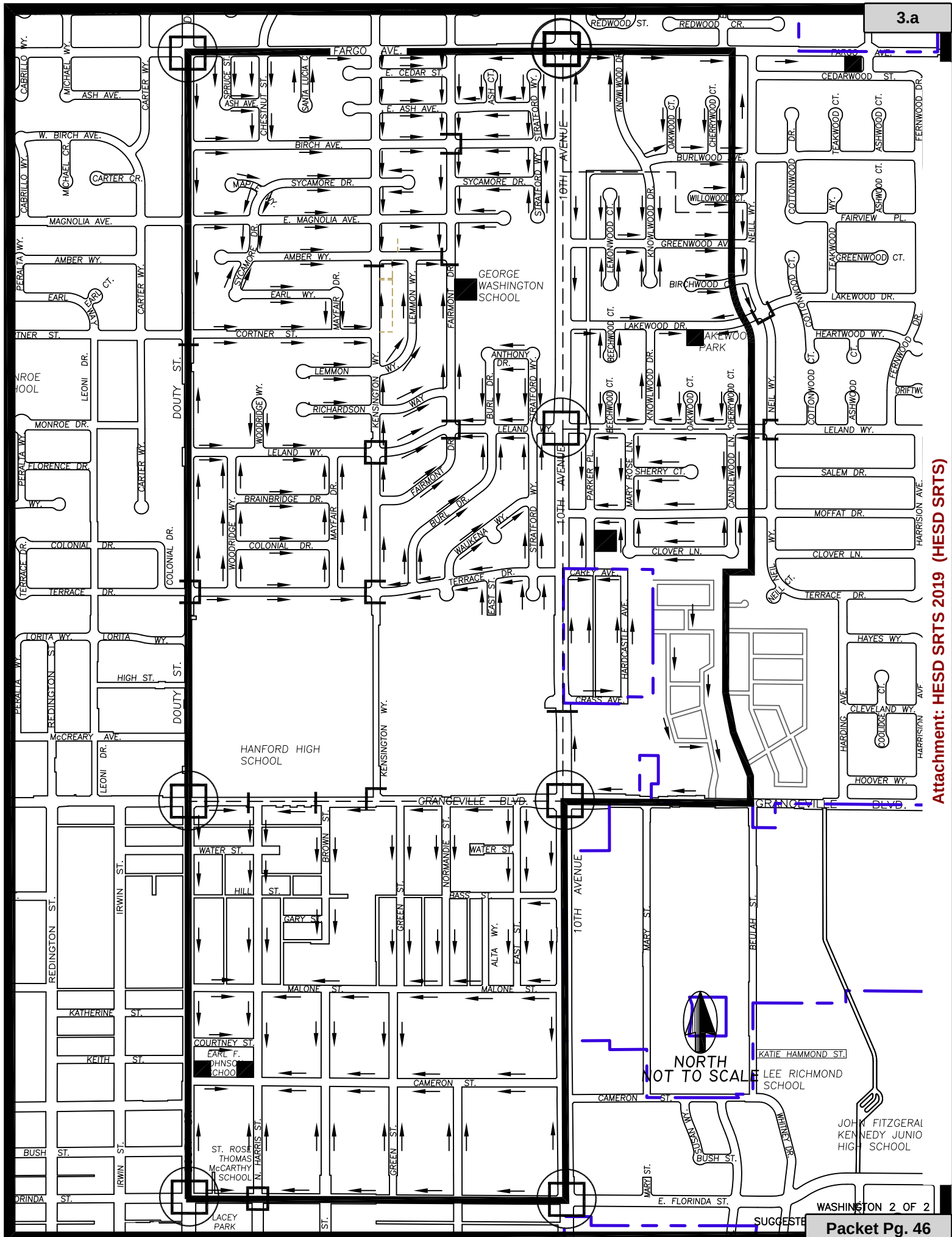
	BUS STOP
	SUGGESTED SCHOOL ROUTE
	CROSSWALK
	SCHOOL BOUNDARY
	SIGNAL

WASHINGTON SCHOOL

Suggested Route to School

The key elements of this plan are as follows:

1. That the students living south of Fargo Avenue, west of 10th Avenue, north of Grangeville Boulevard, and east of Douty Street walk to Washington School.
2. That students living south of Fargo Avenue, west of Neill Way, north of Wildwood Court, and east of 10th Avenue walk to the bus stop at Fargo Avenue and Cedarwood Street.
3. That the students living south of Wildwood Court, west of Neill Way, north of Grangeville Boulevard, and east of 10th Avenue walk to the bus stop on Lakewood Drive west of Knowlwood Drive.
4. That the students living south of Leland Way, west of Neill Way, north of Grangeville Boulevard, and east of 10th Avenue walk to the bus stop at Parker Place and Moffat Drive.
5. That the students living south of Grangeville Boulevard, west of 10th Avenue, north of Florinda Street, and east of Douty Street walk to the bus stop at Harris Street and Cameron Street for pick-up and Douty Street and Cameron Street for drop-off.



KENNEDY JR. HIGH SCHOOL

Suggested Route to School

The key elements of this plan are as follows:

1. That the students living south of Fargo Avenue, west of 10th Avenue, north of Grangeville Boulevard, and east of Douty Street walk to the bus stop at Washington School.
2. That the students living south of Fargo Avenue, west of Fernwood Drive, north of Burlwood Avenue, and east of 10th Avenue walk to the bus stop at Fargo Avenue and Neill Way.
3. That the students living south of Fargo Avenue, west of 9¼ Avenue, north of Leland Way, and east of Fernwood Drive walk to the bus stop at Fargo Avenue and 9¼ Avenue.
4. That the students living south of Burlwood Avenue, west of Fernwood Drive, south of Leland Way, west of 8 ½ Avenue, north of Lacey Boulevard and east of 10th Avenue walk to the bus stop at Hamilton School.
5. That the students living south of Grangeville Boulevard, west of 9¼ Avenue, north of Freeway 198, east of Douty Street, walk to Kennedy Jr. School.
6. That the students living south of Florinda Street, east of 9 ¼ Avenue, west of Vista Avenue, and north of Lacey Boulevard walk to the bus stop at Lacey Boulevard, west of Carolyn Avenue.
7. That the students living south of Freeway 198, west of 10th Avenue, north of Hanford-Armona Road, and east of 11th Avenue walk to the bus stop at Lincoln School.
8. That the students living south of Hanford-Armona Road, west of Santa Fe Railroad tracks, north of Houston Avenue, east of 11th Avenue walk to the bus stop at 11th Avenue and Thompson Drive.
9. That the students living south of Hanford-Armona Road, west of 10½ Avenue, north of Houston Avenue, and east of Santa Fe Railroad tracks walk to the bus stop at Hanford-Armona Road and 10½ Avenue.
10. That the students living south of Hanford-Armona Road, west of Foggy Bottom Road, north of Orchard Drive, and east of 10½ Avenue walk to the bus stop at Hanford-Armona Road and Jordan Way and the bus stop at 10th Avenue south of Hanford-Armona Road at Faria's Bakery.
11. That the students living south of Hume Avenue, west of 11th Avenue, north of Houston Avenue and east of 12th Avenue walk to the bus stop at MLK School.

KENNEDY JR. HIGH SCHOOL

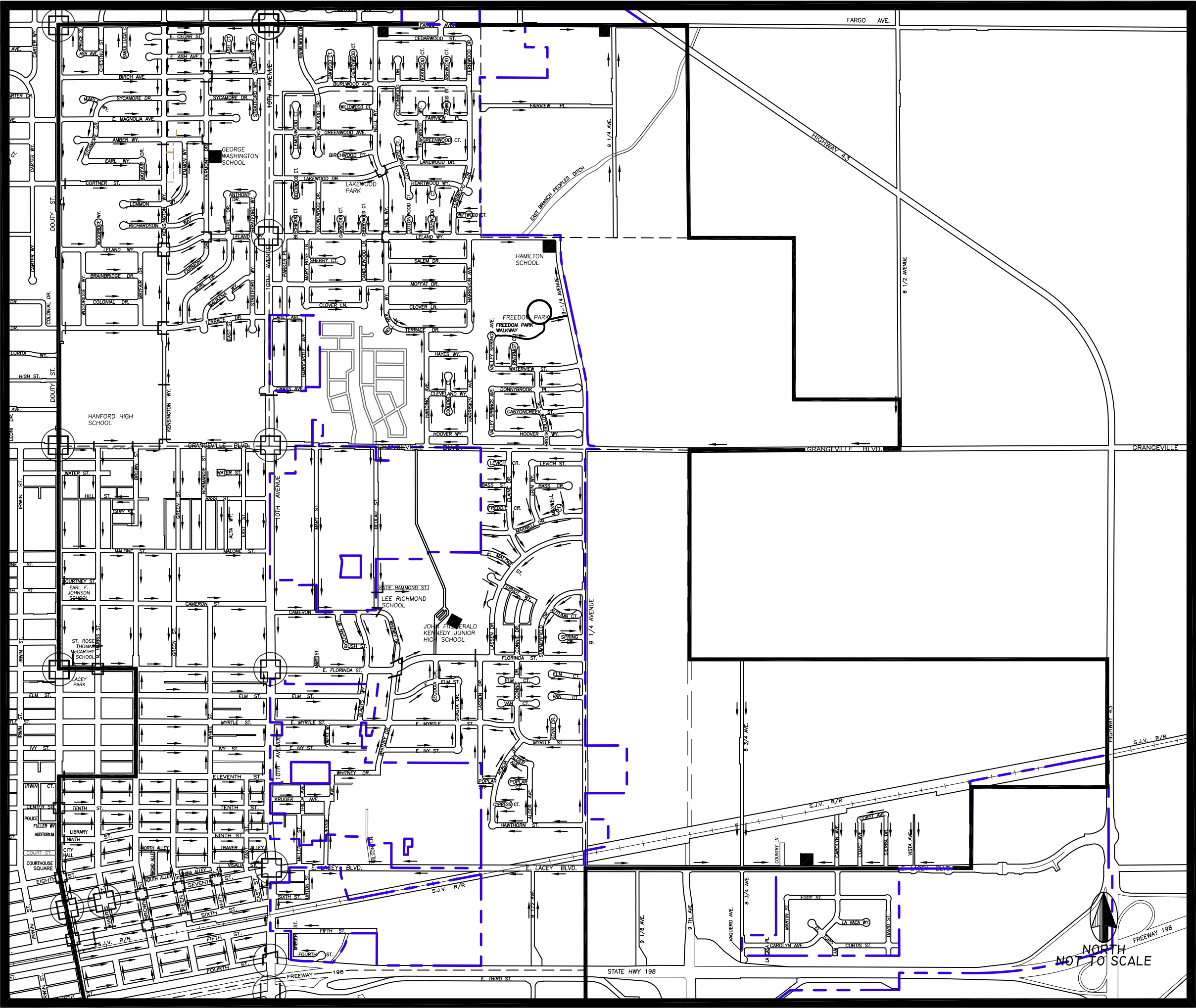
SUGGESTED ROUTE PLAN
PAGE 1 OF 2



LEGEND

- BUS STOP
- SUGGESTED SCHOOL ROUTE
- CROSSWALK
- SCHOOL BOUNDARY
- SIGNAL

Attachment: HESD SRTS 2019 (HESD SRTS)



KENNEDY JR. HIGH SCHOOL

SUGGESTED ROUTE PLAN
PAGE 2 OF 2



LEGEND

- BUS STOP
- SUGGESTED SCHOOL ROUTE
- CROSSWALK
- SCHOOL BOUNDARY
- SIGNAL



Attachment: HESD SRTS 2019 (HESD SRTS)

WILSON JR. HIGH SCHOOL

Suggested Route to School

The key elements of this plan are as follows:

1. That the students living south of Fargo Avenue, west of Santa Fe Railroad tracks, north of Grangeville Boulevard, and east of 12th Avenue walk to the bus stop at Simas School.
2. That the students living south of Fargo Avenue, west of 11th Avenue, north of Cortner Street, and east of Santa Fe Railroad tracks walk to the bus stop at Fargo Avenue and Fountain Plaza Drive.
3. That the students living south of Cortner Street, west of 11th Avenue, north of Grangeville Boulevard, and east of the Santa Fe Railroad tracks walk to Wilson Jr. High School.
4. That the students living south of Fargo Avenue, west of Douty Street, north of Grangeville Boulevard, and east of 11th Avenue walk to the bus stop at Monroe School.
5. That the students living south of Grangeville Boulevard, west of Centennial Drive, north of Lacey Boulevard, and east of 13th Avenue walk to the bus stop at Centennial Drive and Charlie Chambers Drive, the bus stop at 13th Avenue and Lacey Boulevard (mobile home park), and the bus stop at Grangeville Boulevard and Centennial Drive.
6. That the students living south of Greenfield Avenue, west of 12th Avenue, north of Lacey Boulevard, and east of Centennial Drive walk to the bus stop at Liberty Street and Marymont Avenue.
7. That the students living south of Grangeville Boulevard, west of 12th Avenue, north of Greenfield Avenue, and east of Centennial Drive walk to the bus stop at 12th Avenue and Greenfield Avenue.
8. That the students living south of Malone Street, west of University Avenue, north of Greenfield Avenue, and east of 12th Avenue walk to the bus stop at Pleasant Way and Greenfield Avenue.
9. That the students living south of Grangeville Boulevard, west of Santa Fe Railroad tracks, north of Dominic Way, west of Campus Drive, north of Greenfield Avenue, and east of 12th Avenue walk to the bus stop at Grangeville Boulevard and Mildred Street.
10. That the students living south of Grangeville Boulevard, west of Douty Street, north of Florinda Street, west of Brown Street, north of Eleventh Street, west of Douty Street, north of Lacey Boulevard, east of Campus Drive, south of Dominic Way, and east of Santa Fe Railroad tracks walk to Wilson Jr. High School.

Wilson Jr. High School, Suggested Route to School, continued

11. That the students living south of Lacey Boulevard, west of 12th Avenue, north of San Joaquin Valley Railroad tracks, and east of 13th Avenue walk to the bus stop at Lacey Boulevard and Hofman's Nursery.
12. That the students living south of Lacey Boulevard, west of Douty Street, north of Freeway 198, and east of 12th Avenue walk to Wilson Jr. High School.
13. That the students living south of Freeway 198, west of Ogden Street, south and west of Bengston Avenue, north of Hanford-Armona Road, and east of 12th Avenue walk to the bus stop at Hanford-Armona Road and Ogden Street.
14. That the students living south of Freeway 198, west of 11th Avenue, north of Hanford- Armona Road, and east of Bengston Avenue walk to the bus stop at Roosevelt School.
15. That the students living south of Hanford-Armona Road, west of the extension of Country Place/Kimball Avenue/Butternut Drive, north of Hume Avenue, and east of 12th Avenue walk to the bus stop at Hanford-Armona Road and Centennial Park.
16. That the students living south of Hanford-Armona Road, west of 11th Avenue, north of Hume Avenue, and east of the extension of Butternut Drive/Kimball Avenue/Country Place walk to the bus stop at King School.

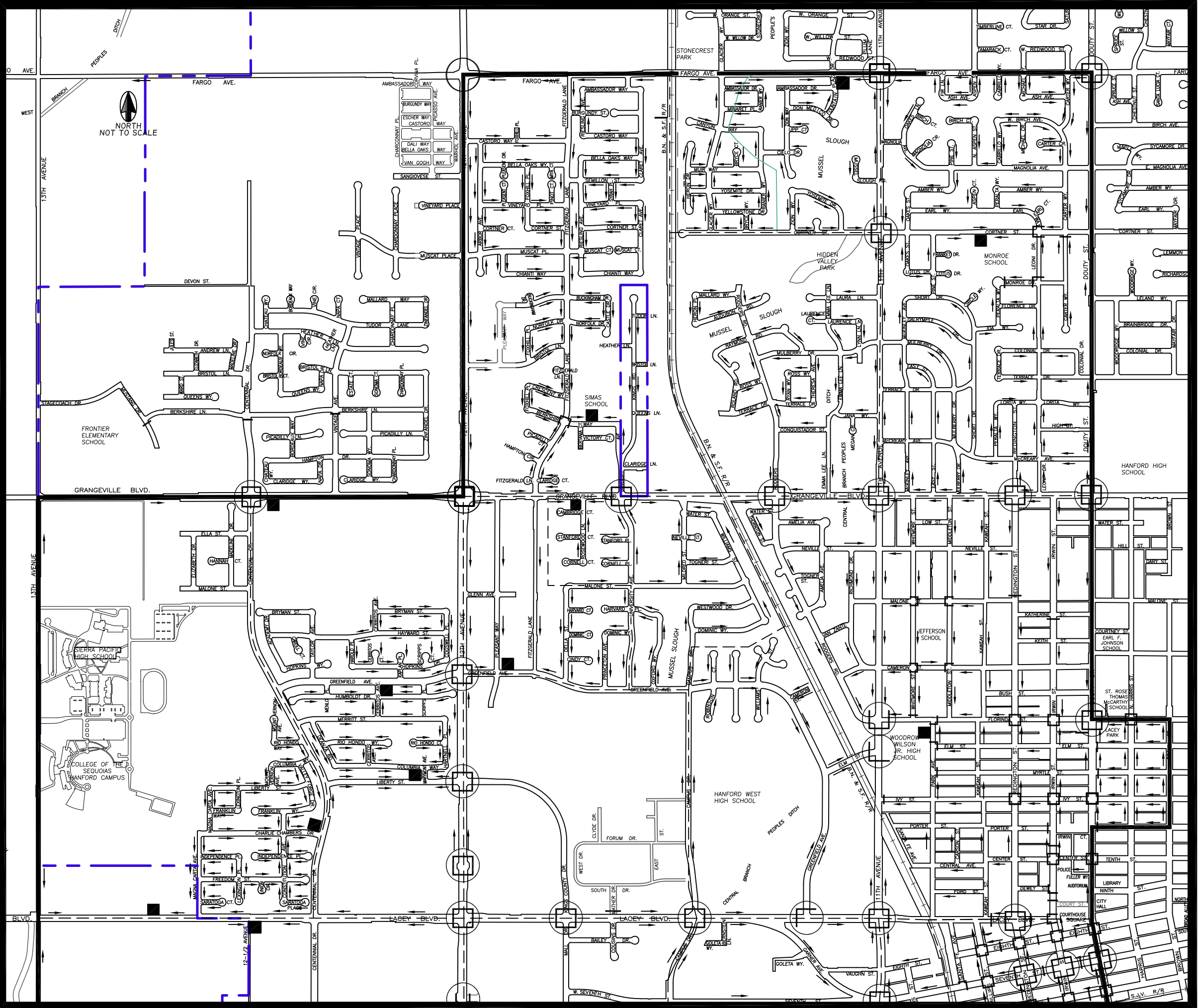
WILSON JR. HIGH SCHOOL

SUGGESTED ROUTE PLAN
PAGE 1 OF 2



LEGEND

- BUS STOP
- SUGGESTED SCHOOL ROUTE
- CROSSWALK
- SCHOOL BOUNDARY
- SIGNAL



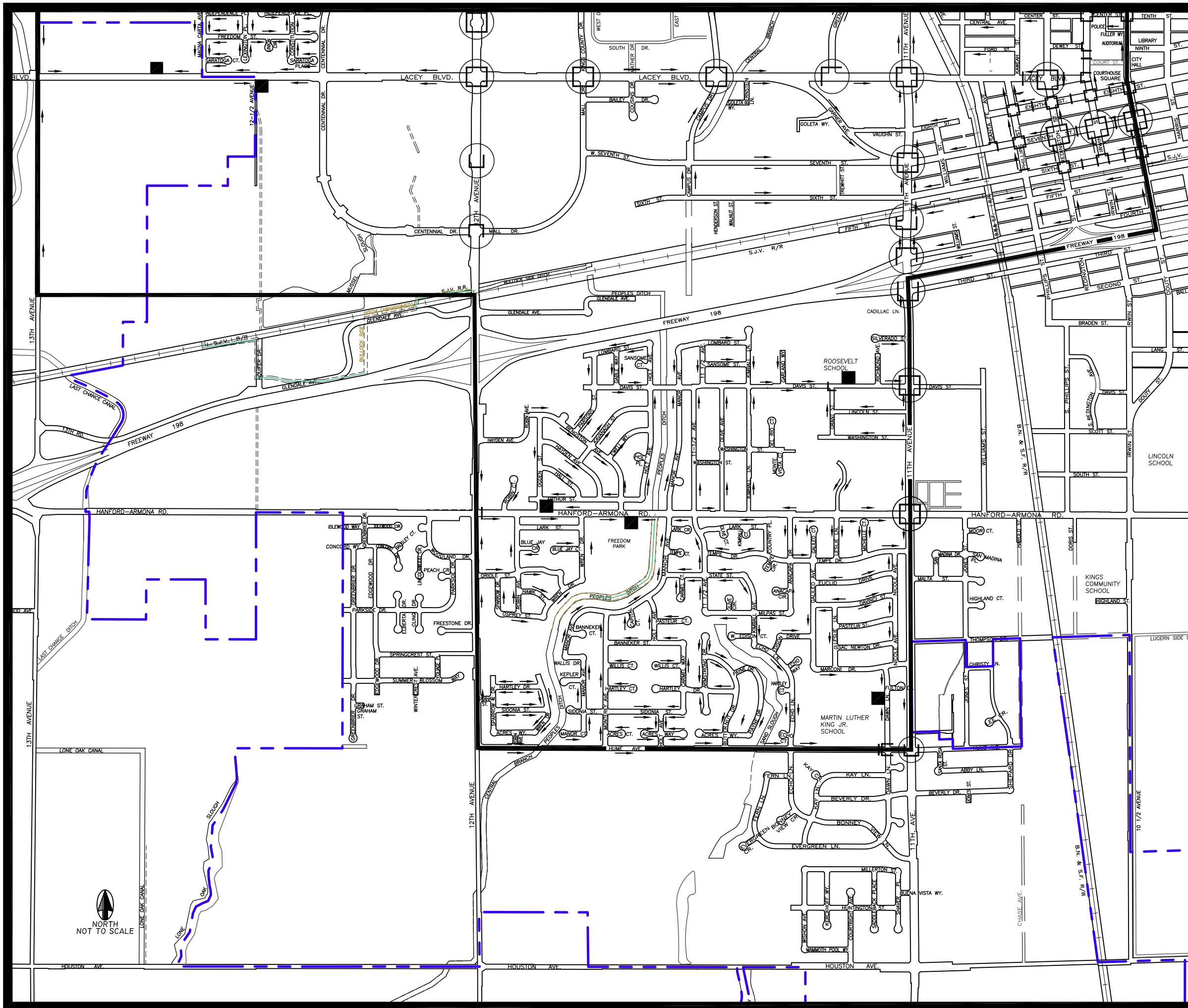
WILSON JR. HIGH SCHOOL

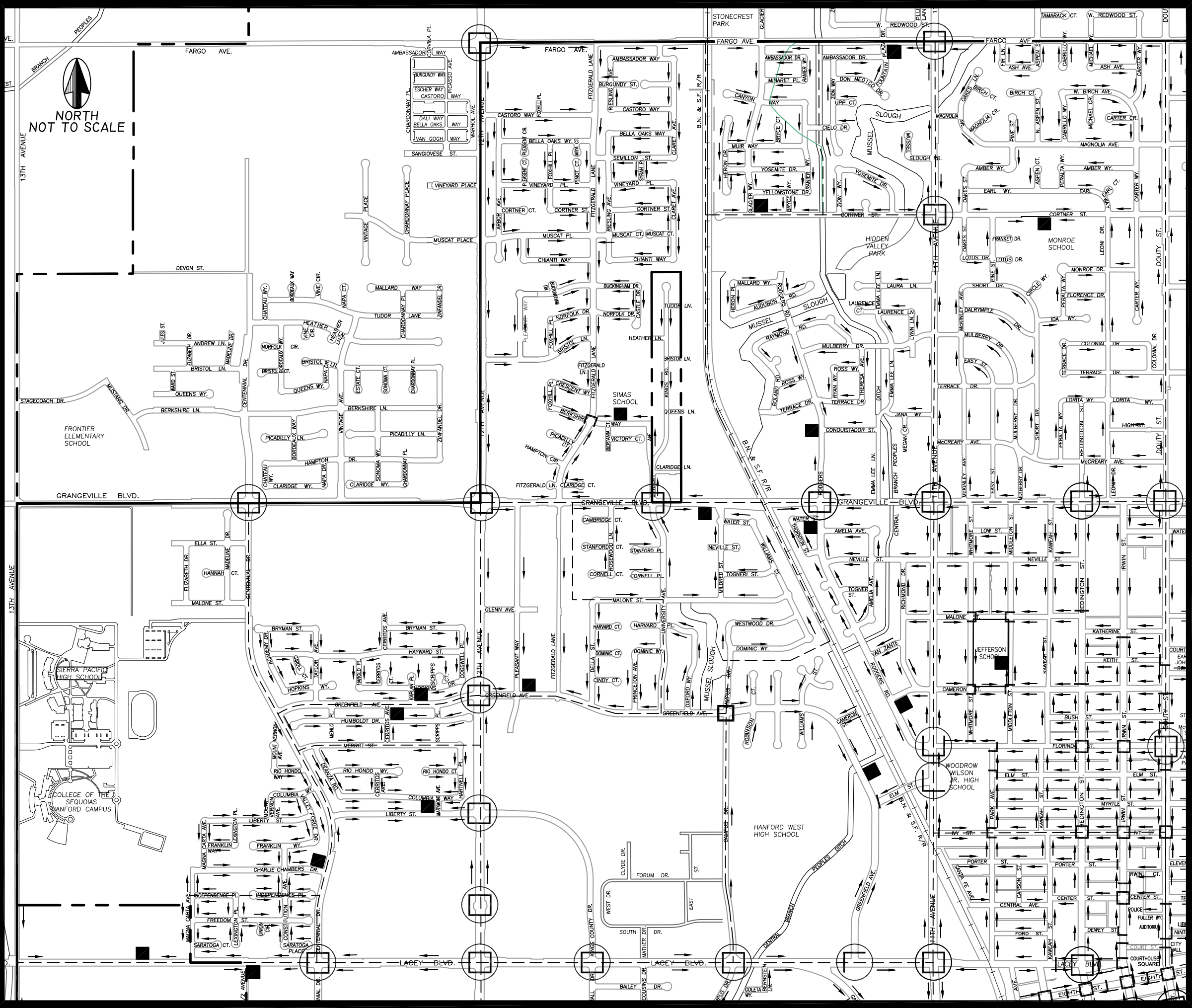
SUGGESTED ROUTE PLAN
PAGE 2 OF 2



LEGEND

-  BUS STOP
-  SUGGESTED SCHOOL ROUTE
-  CROSSWALK
-  SCHOOL BOUNDARY
-  SIGNAL





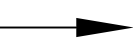
JEFFERSON SCHOOL

SUGGESTED ROUTE PLAN

PAGE 1 OF 3



LEGEND

-  BUS STOP
-  SUGGESTED SCHOOL ROUTE
-  CROSSWALK
-  SCHOOL BOUNDARY
-  SIGNAL

Attachment: HESD SRTS 2019 (HESD SRTS)

JEFFERSON SCHOOL

Suggested Route to School

The key elements of this plan are as follows:

1. That the students living south of Fargo Avenue, east of 12th Avenue, west of Santa Fe Railroad tracks, north of Grangeville Boulevard, walk to the bus stop at Simas School.
2. That the students living south of Fargo Avenue, east of Santa Fe Railroad, west of Peoples Ditch, north of Cortner Street walk to the bus stop at Cortner Street and Glacier Way.
3. That the students living south of Fargo Avenue, east of 11th Avenue, west of Peoples Ditch, north of Cortner Street walk to the bus stop at Fargo Avenue and Fountain Plaza Drive.
4. That the students living south of Fargo Avenue, west of Douty Street, north of Grangeville Boulevard, east of 11th Avenue walk to the bus stop at Monroe School.
5. That the students living south of Cortner Street, west of Douty Street, north of Grangeville Boulevard, east of Santa Fe Railroad walk to the bus stop at Rodgers Road and Conquistador Street.
6. That the students living south of Grangeville Boulevard, west of 12th Avenue, north of Greenfield Avenue, east of Centennial Drive walk to the bus stop at Greenfield Avenue and Kaplan Place.
5. That the students living south of Greenfield Avenue, west of 12th Avenue, north of Merritt Street, east of Centennial Drive walk to the bus stop at Cerritos Avenue and Greenfield Avenue.
6. That the students living south of Merritt Street, west of 12th Avenue, north of Lacey Boulevard, east of Centennial Drive walk to the bus stop at Liberty Street and Marymont Avenue.
9. That the students living south of Greenfield Avenue, west of Centennial Drive, north of Independence Place, east of Magna Carta Avenue walk to the bus stop at Centennial Drive and Charlie Chambers Drive.
10. That the students living south of south of Independence Place, west of Centennial Drive, north of Lacey Boulevard, east of 13th Avenue walk to the bus stop at Lacey Boulevard and Magna Carta Avenue.
11. That the students living south of Malone Street, west of University Avenue, north of Greenfield Avenue, east of 12th Avenue walk to the bus stop at Greenfield Avenue and Pleasant Way.

Jefferson School, Suggested Route to School, continued

12. That the students living south of Grangeville Boulevard, west of Santa Fe Railroad, north of Greenfield Avenue, east of Fitzgerald Lane walk to the bus stop at Grangeville Boulevard and Mildred Street.
13. That the students living south of Dominic Way, west of Santa Fe Railroad, north of Lacey Boulevard, east of Campus Drive walk to the bus stop at Greenfield Avenue and Elm Street.
14. That the students living south of Grangeville Boulevard, west of Douty Street, north of Ivy Street, east of 11th Avenue walk to Jefferson School.
15. That the students living south of Ivy Street, west of Douty Street, north of Seventh Street, east of Santa Fe Railroad walk to the bus stop at Kaweah Street and Ford Street.
16. That the students living south of Fargo Avenue, west of 10th Avenue, north of Grangeville Boulevard, east of Douty Street walk to the bus stop at George Washington School.
17. That the students living south of Fargo Avenue, west of Fernwood Drive, north of Burlwood Avenue, east of 10th Avenue walk to the bus stop at Neill Way and Cedarwood Street.
18. That the students living south of Burlwood Avenue, west of Fernwood Drive, north of Leland Way, east of 10th Avenue walk to the bus stop at Lakewood Drive east of Knowlwood Drive.
19. That the students living south of Fargo Avenue, west of Highway 43, north of Leland Way, east of Fernwood Drive walk to the bus stop at Fargo Avenue and 9 ¼ Avenue.
20. That the students living south of Leland Way, west of 9 ¼ Avenue, north of Grangeville Boulevard, east of 10th Avenue walk to the bus stop at Hamilton School.
21. That the students living south of Grangeville Boulevard, west of 10th Avenue, north of Seventh Street, west of Douty Street walk to the bus stop at Tenth Street and Brown Street.
22. That the student living south of Grangeville Boulevard, west of Beulah Street, north of Whitney Drive, east of 10th Avenue walk to the bus stop at John F. Kennedy Jr. High School.
23. That the students living south of Grangeville Boulevard, west of 9 ¼ Avenue, north of Lacey Boulevard, east of Whitney Drive walk to the bus stop at John F. Kennedy Jr. High School.
24. That the students living south of San Joaquin Railroad, west of Vista Avenue, north of Lacey Boulevard, east of Coast Avenue walk to the bus stop at Sierra Drive.
25. That the students living south of Florinda Street, west of Coast Avenue, north of Lacey Boulevard, east of 9 ¼ Avenue walk to the bus stop at Lacey Boulevard and Carolyn Avenue.

Jefferson School, Suggested Route to School, continued

26. That the students living south of Whitney Drive, west of Lassen Drive, north of Lacey Boulevard, east of 10th Avenue walk to the bus stop at Lacey Boulevard and Wilson Lane.
27. That the students living south of Lacey Boulevard, west of 11th Avenue, north of Highway 198, east of 12th Avenue walk to the bus stop at 10th Avenue and Sixth Street.
28. That the student living south of Seventh Street, west of Douty Street, north of Highway 198, east of 11th Avenue walk to the bus stop at Fourth Street and Phillips Street.
29. That the students living south of Seventh Street, west of 10th Avenue, north of Highway 198, east of Douty Street walk to the bus stop at 10th Avenue and Fifth Street.
30. That the students living south of Lacey Boulevard, west of 9 ¼ Avenue, north of San Joaquin Railroad, east of 10th Avenue walk to the bus stop at Lacey Boulevard and Wilson Lane.
31. That the students living south of San Joaquin Railroad, west of Wilson Lane, north of Highway 198, east of 10th Avenue walk to the bus stop at 10th Avenue and Fifth Street.
32. That the students living south and west of Bengston Avenue, north of Hanford-Armona Road, east of 12th Avenue walk to the bus stop at Hanford-Armona Road and Ogden Street.
33. That the students living south of Highway 198, west of 11th Avenue, north of Hanford-Armona Road, east of Bengston Avenue walk to the bus stop at Roosevelt School.
34. That the students living south of Highway 198, west of 10th Avenue, north of Hanford-Armona Road, east of Santa Fe Railroad walk to the bus stop at Harris Street and First Street.
35. That the students living south of Hanford-Armona Road, west of Butternut Drive, north of Hume Avenue, east of 13th Avenue walk to the bus stop at Hanford-Armona Road and Bengston Avenue.
36. That the students living south of Hanford-Armona Road, west of 11th Avenue, north of Houston Avenue, east of Butternut Drive walk to the stop at M.L.K. School.
37. That the students living south of Hanford-Armona Road, west of Santa Fe Railroad, north of Buena Vista Way, east of 11th Avenue walk to the bus stop at 11th Avenue and Thompson Drive.
38. That the students living south of Hanford-Armona Road, west of 10 ½ Avenue, north of Thompson Drive, east of Santa Fe Railroad walk to the bus stop at Hanford-Armona Road and 10 ½ Avenue.

Jefferson School, Suggested Route to School, continued

39. The students living south of Hanford-Armona Road, west of 10 ½ Avenue, north of Houston Avenue, east of Santa Fe Railroad walk to the bus stop at 10 ½ Avenue north of Houston Avenue.
40. That the student living south of Hanford-Armona Road, west of Fran Drive, north of Houston Avenue, east of 10 ½ Avenue walk to the stop at Hanford-Armona Road and Jordan Way.
41. That the students living south of Hanford-Armona Road, west of 10th Avenue, north of Camino Ramon, east of Fran Drive walk to the bus stop at 10th Avenue south of Hanford- Armona Road.

JEFFERSON SCHOOL

SUGGESTED ROUTE PLAN

PAGE 2 OF 3

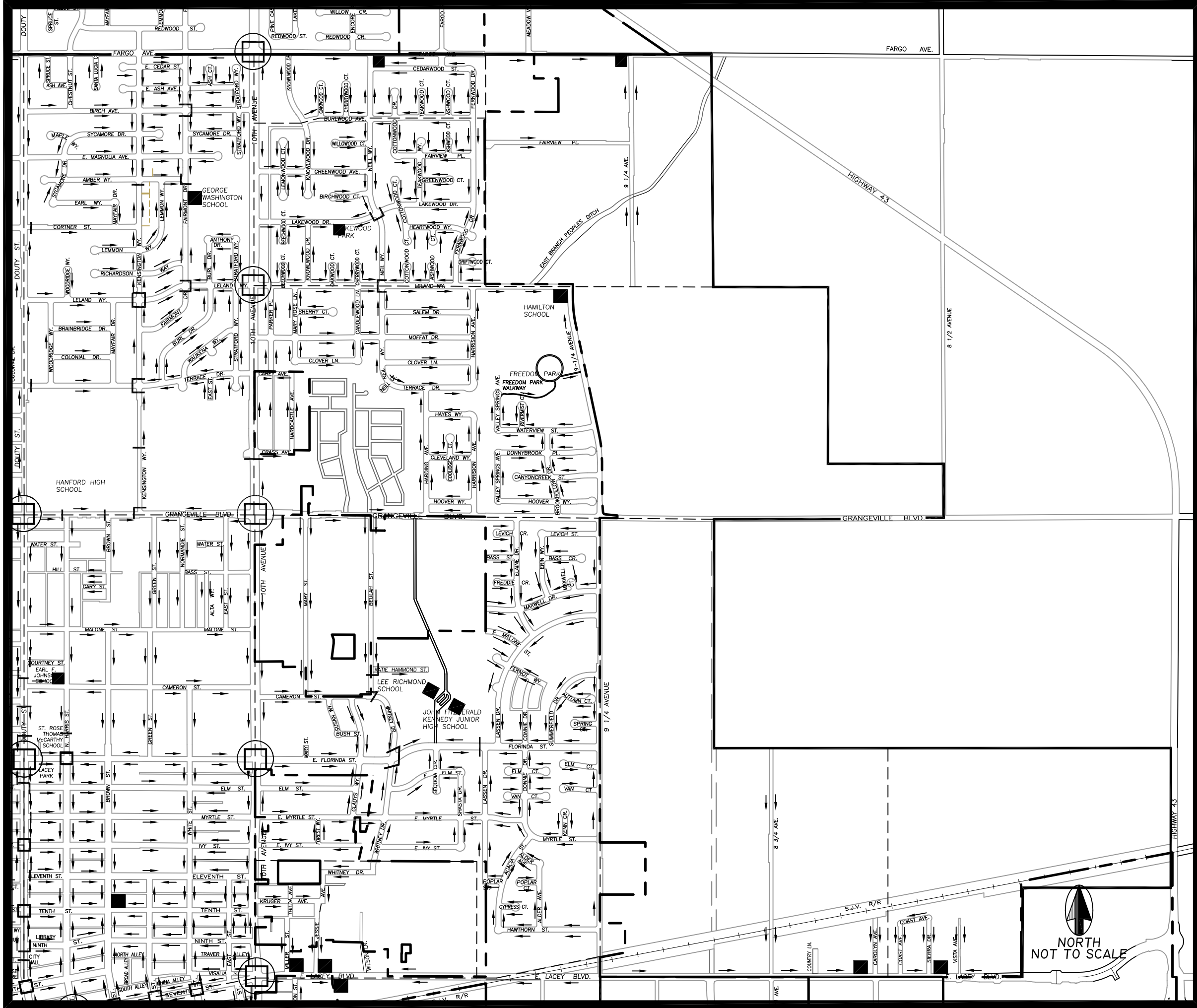


LEGEND

- BUS STOP
- SUGGESTED SCHOOL ROUTE
- CROSSWALK
- SCHOOL BOUNDARY
- SIGNAL



Attachment: HESD SRTS 2019 (HESD SRTS)



JEFFERSON SCHOOL

SUGGESTED ROUTE PLAN
PAGE 3 OF 3



LEGEND

- BUS STOP
- SUGGESTED SCHOOL ROUTE
- CROSSWALK
- SCHOOL BOUNDARY
- SIGNAL



Attachment: HESD SRTS 2019 (HESD SRTS)



AGENDA STAFF REPORT

MEETING DATE: 7/26/2018	AGENDA SECTION: 4
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SUBJECT:

Suggested Routes to School, St. Rose McCarthy Catholic School

RECOMMENDATION:

That the Parking and Traffic Commission, by motion, recommend to the City Council that the Suggested Routes to School plans be approved for Saint Rose-Thomas McCarthy Catholic School for the upcoming 2019-2020 school year.

BACKGROUND:

Pursuant to State of California regulations, City staff have discussed proposed changes to the Suggested Routes to School plan for Saint Rose-Thomas McCarthy School. This plan is provided to the school to educate students and parents of the suggested routes to schools and to indicate to students the suggested ways to get from home to school and back home

For the upcoming 2019-2020 school year, the boundaries will remain pretty much the same as last annual update. It may be noted that Saint Rose-Thomas McCarthy Catholic School does not have bus service.

Attached is the map and written description for Saint Rose-Thomas McCarthy Catholic School.

Respectfully submitted,

Shawn Dailey, Secretary
Engineering Technician, II

FISCAL IMPACT:

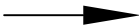
ATTACHMENTS:
ST ROSE - SRTS

SAINT ROSE-THOMAS McCARTHY CATHOLIC SCHOOL

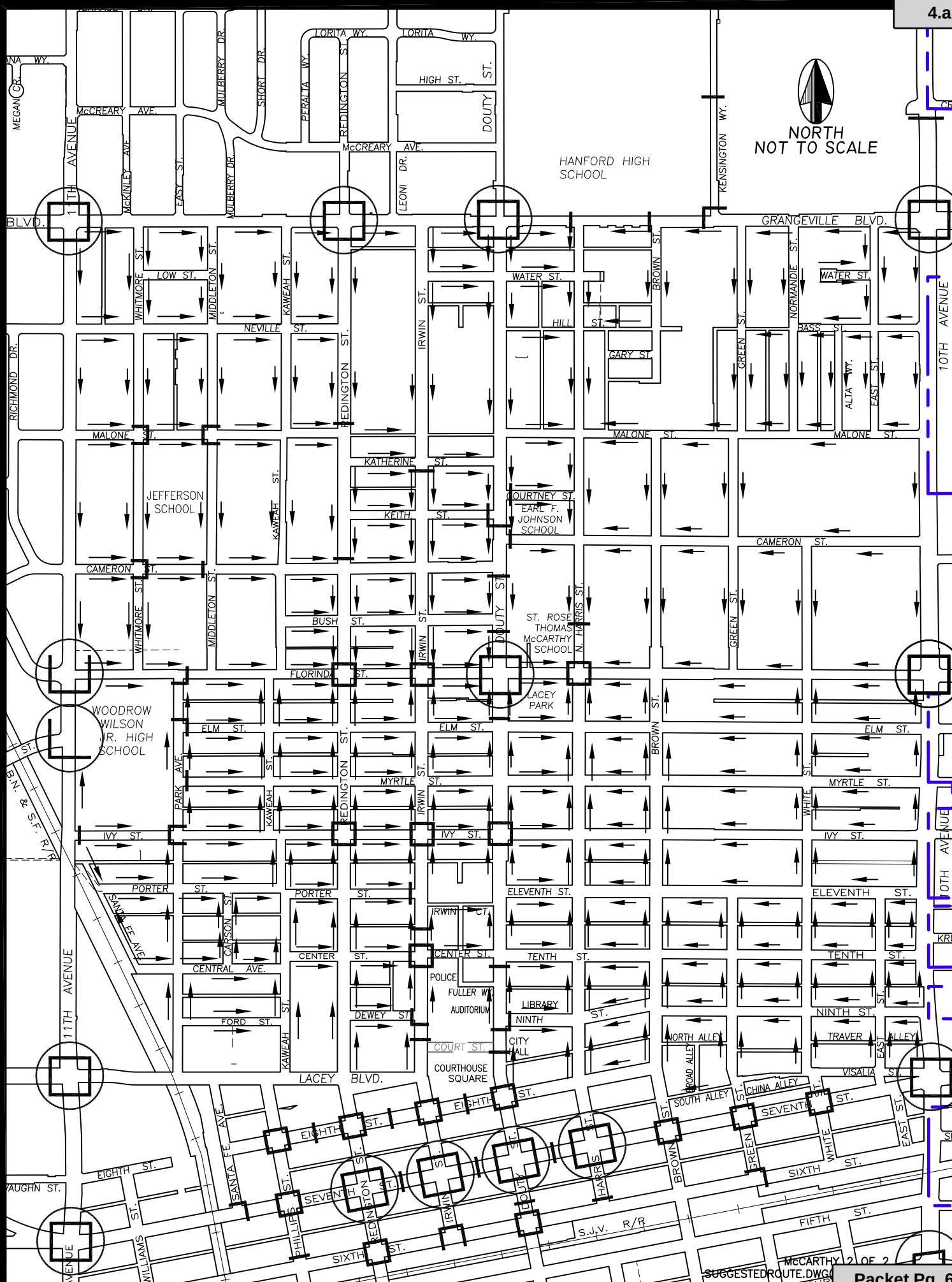
SUGGESTED ROUTE PLAN PAGE 1 OF 2



LEGEND

	BUS STOP
	SUGGESTED SCHOOL ROUTE
	CROSSWALK
	SCHOOL BOUNDARY
	SIGNAL

NORTH
NOT TO SCALE



Attachment: ST ROSE - SRTS - SRTS (ST ROSE SRTS)



AGENDA STAFF REPORT

MEETING DATE: 7/26/2018	AGENDA SECTION: 5
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SUBJECT:

New Bus Stop for KART at 519 N. Douty Street

RECOMMENDATION:

That the Parking and Traffic Commission, by motion, approve the following location to be added as a Kings Area Rural Transit (KART) bus stop location:

519 N. Douty Street - north of the alley and in front of the Hanford Episcopal Church.

BACKGROUND:

Kings Area Rural Transit (KART) is Kings County's complete public rural and urban transportation provider to the community. KART provides daily bus routes to Hanford and Lemoore, and regular service to most other communities in the county. In addition, KART provides transportation to Fresno and Visalia, and a Dial-A-Ride service to eligible residents of Hanford, Lemoore, Armona, and Avenal. There are currently seven bus routes that KART operates Monday thru Saturday within the City of Hanford (map attached). All of the Hanford Downtown Routes begin and end at the KART Transfer Center located just west of the AMTRAK Station.

Kings County Area Public Transit Agency (KCAPTA) is the joint powers agency established to operate the KART bus system. KCAPTA'S goal is to provide accessibility, improve on-time performance, and ensure rider safety.

There are currently over 130 existing bus stops within the city. KCAPTA has been evaluating information based on ridership to identify their needs for additional bus stops, and a new stop location is requested at 519 N. Douty, in front of the Hanford Episcopal Church. The two nearest bus stops to this location are: #4 - Douty Street at the Library; and #5 - Douty Street at

Ivy Street.

The requested location would have a bus stop sign placed in the sidewalk, per city standards, to mark the location for patrons. The Parking and Traffic Commissions role in the process is to review and recommend approval for the location only of the KART bus stop location with regards to the traffic safety, affects on residents, and placement of signing.

The City issues an annual encroachment permit to KCAPTA for the KART bus stops within the city right of way. The permit allows maintenance and repairs of the facilities within the city right of way. KART has a graffiti abatement program that is effective on removal of any graffiti, trash, or other objectionable items from the facilities in a very short time. Upon approval of the bus stop location, the City will include the approved location on the annual permit.

Attached for Commissions review is the current KART Downtown Hanford bus routes and photos of the proposed bus stop location.

Respectfully submitted,

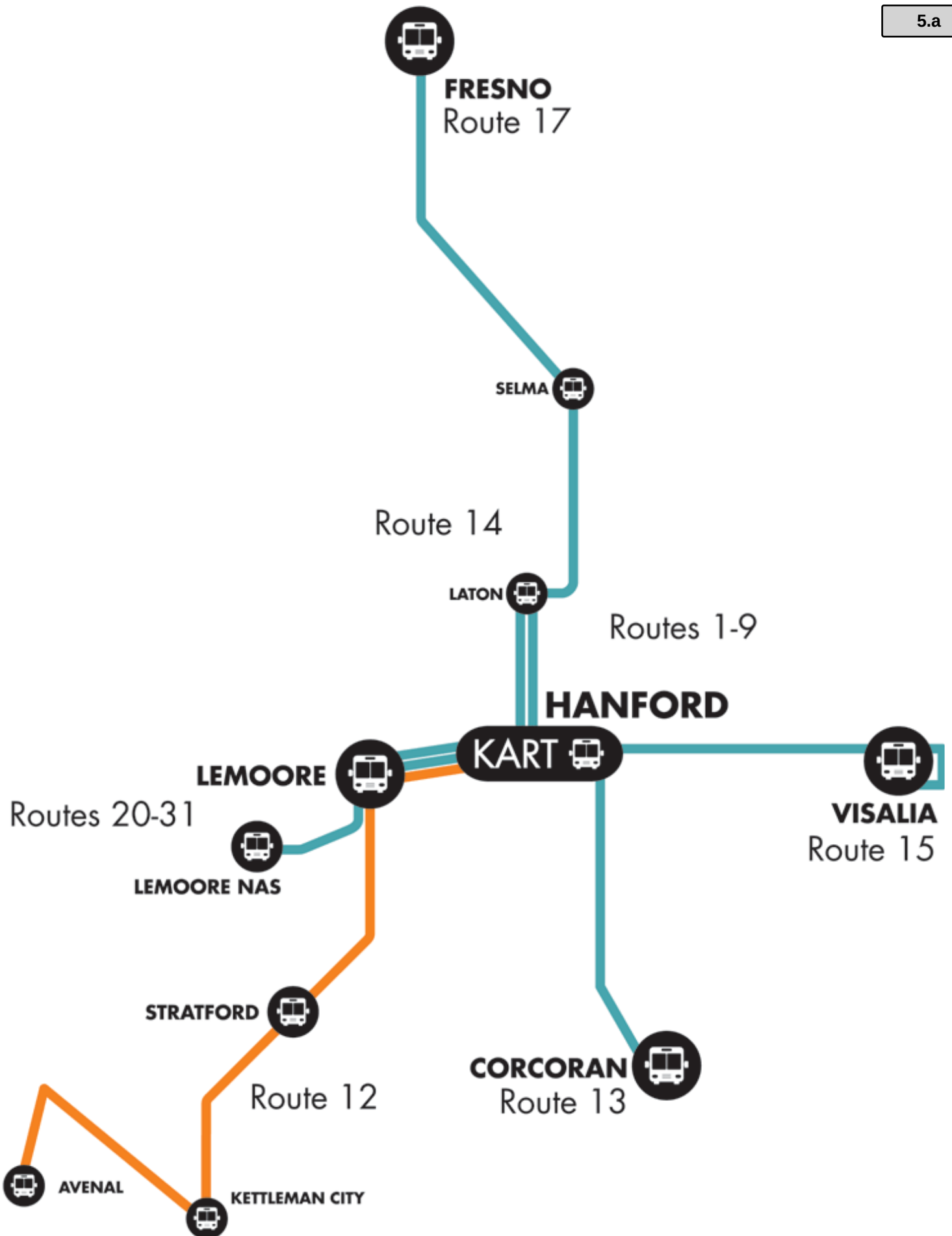
Lisa Dock, PE
Engineering Manager

FISCAL IMPACT:

Costs for the material and installations of the signs and facilities will be paid by KCAPTA/KART. The costs to the city will be minimal, with staff providing assistance with permitting the locations.

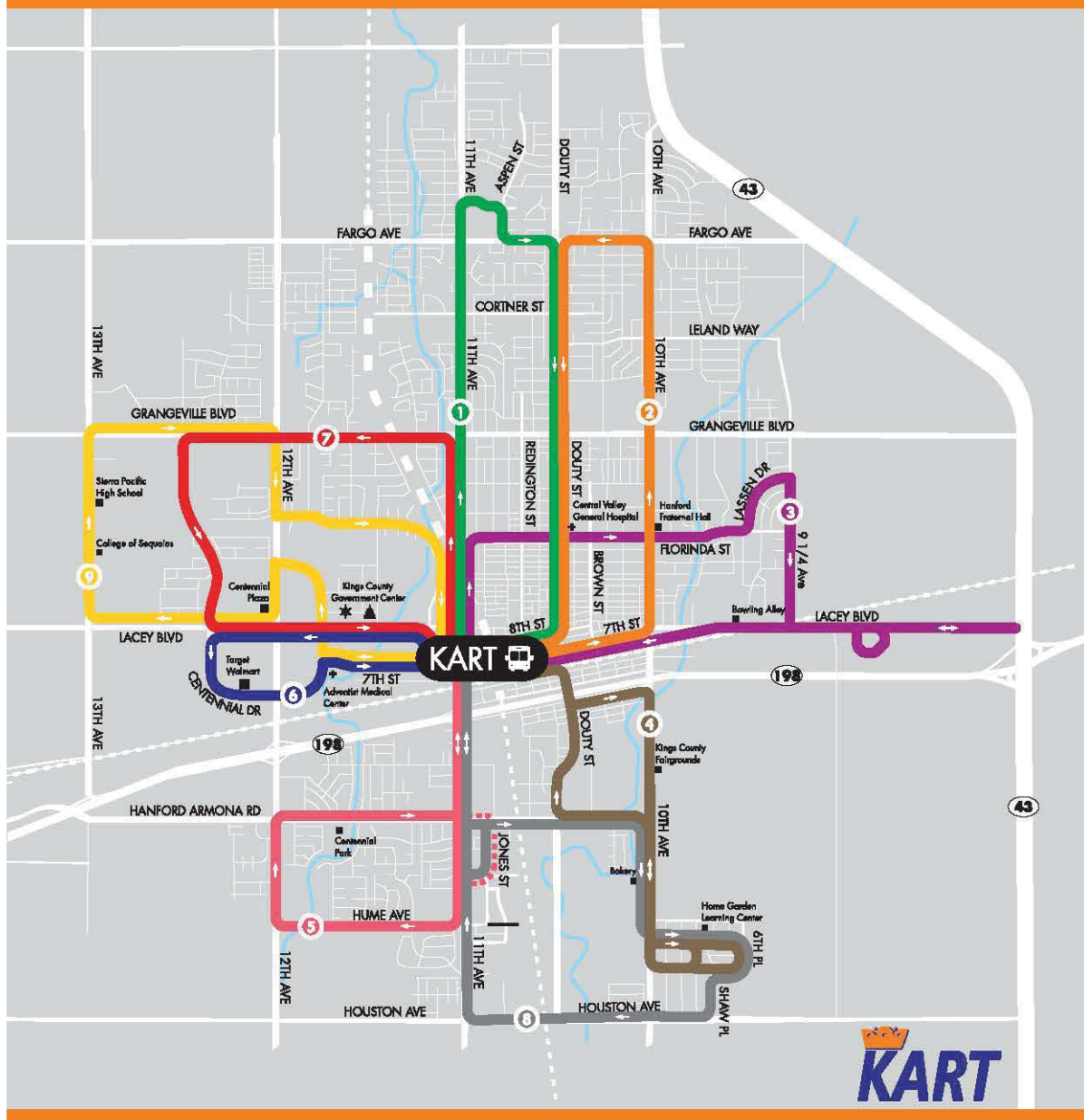
ATTACHMENTS:

00-Full Attachments



Attachment: 00-Full Attachments (Bus Stop)

LOCAL HANFORD ROUTES OVERVIEW



- | | | |
|----------------------|----------------------|----------------------|
| 1 Pages 9-10 | 4 Pages 15-16 | 7 Pages 21-22 |
| 2 Pages 11-12 | 5 Pages 17-18 | 8 Pages 23-24 |
| 3 Pages 13-14 | 6 Pages 19-20 | 9 Pages 25-26 |

ROUTE 1

HANFORD



FARGO AVE

ASPEN ST



Hidden Valley Park

CORTNER ST

Hanford High School

GRANGEVILLE BLVD

11TH AVE

10TH AVE

Central Valley General Hospital

KCAO

FLORINDA ST

DOOTY ST

LACEY BLVD

Civic Park

8TH ST



ROUTE 2

HANFORD

11



ROUTE 3

HANFORD



GRANGEVILLE BLVD

43

CAROLYN AVE

8 3/4 AVE

LACEY BLVD

9 1/4 AVE

LASSEN DR

FLORINDA ST

10TH AVE

BROWN ST

DOUTY ST

Civic Park

11TH AVE

198

AIRPORT



ROUTE 4

HANFORD



ROUTE 5

HANFORD



12TH AVE

LACEY BLVD

7TH ST

Hanford Mall

198

HANFORD ARMONA RD

11TH AVE

JONES ST

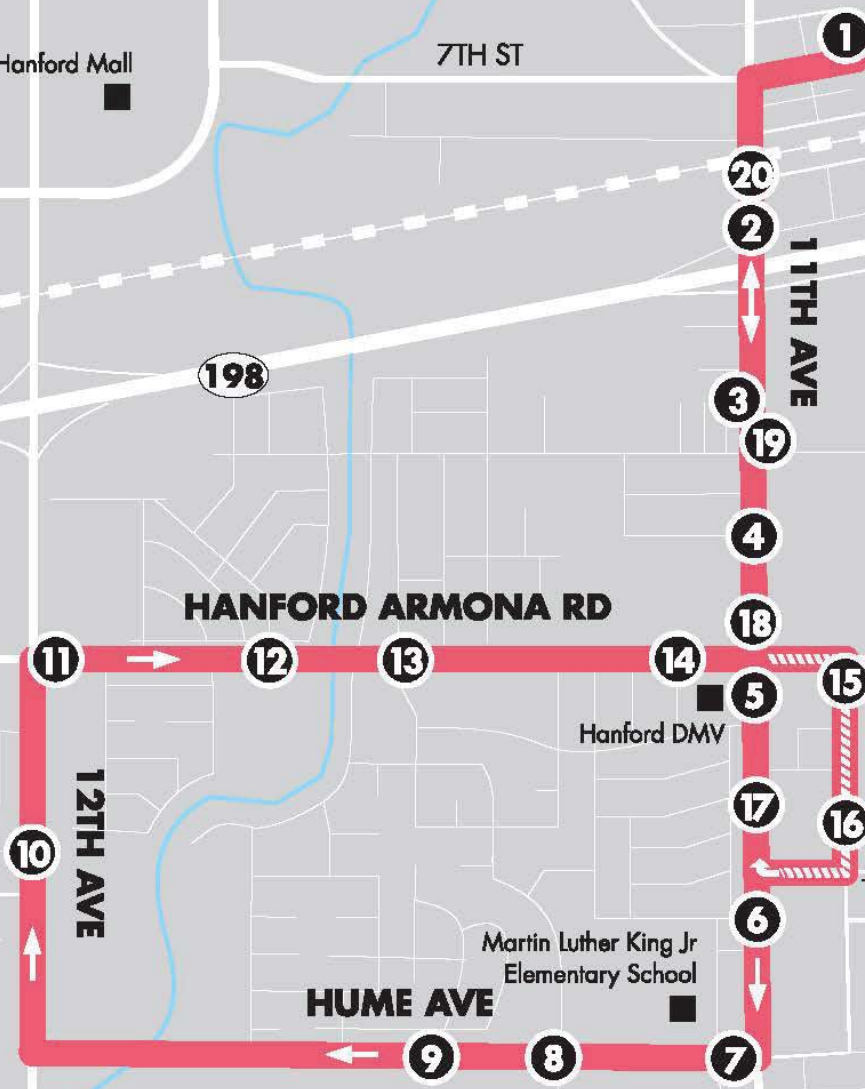
THOMPSON DR

Hanford DMV

Martin Luther King Jr
Elementary School

HUME AVE

HOUSTON AVE



ROUTE 6

HANFORD



Hanford West High School

Kings County Government Center

11TH AVE

7TH ST

Adventist Medical Center

198

Hanford Mall

Target Walmart

LACEY BLVD

CENTENNIAL DR



ROUTE 7

HANFORD



GRANGEVILLE BLVD

8

7

6

YMCA

5

4

11TH AVE

11TH AVE

3

2

1

GREENFIELD AVE

9

10

12TH AVE

LACEY BLVD

11

12

Kings County
Government Center

13

CAMPUS DR

7TH ST

Hanford Mall

198

CENTENNIAL DR



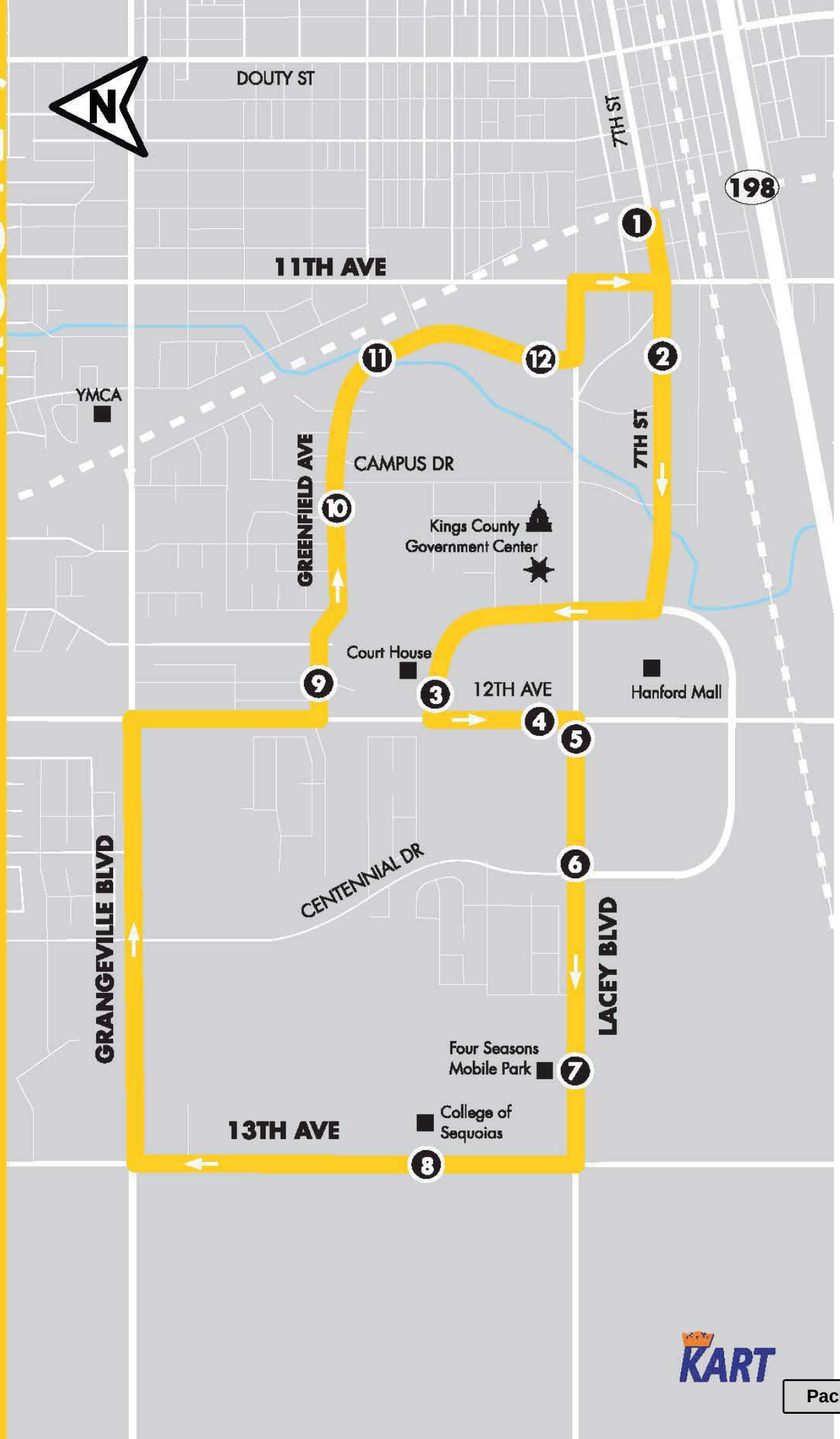
ROUTE 8

HANFORD



ROUTE 9

HANFORD



KART Bus Stops

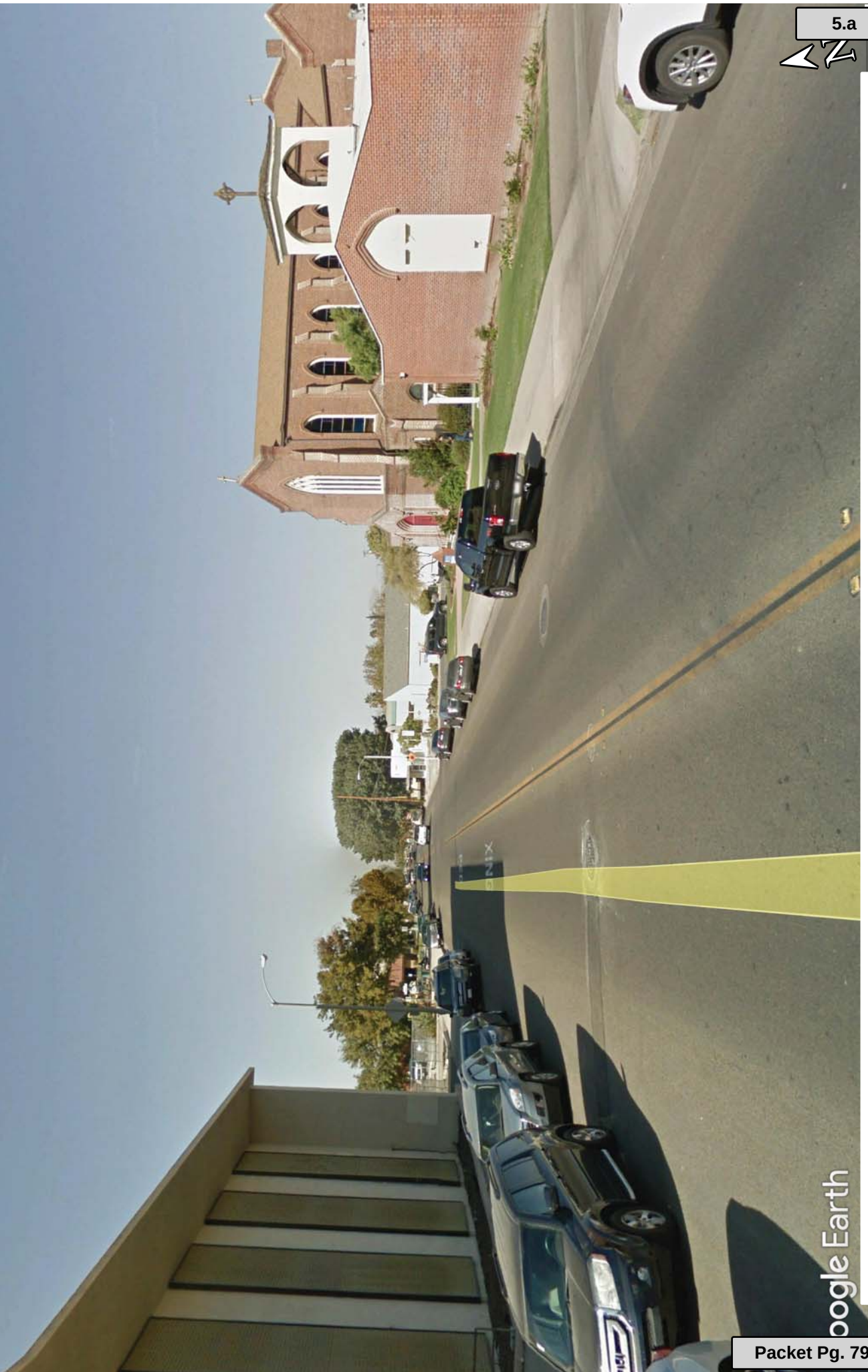
Request for new bus stop at 518 N. Douty Street



5.a

Red Curb Request

At NEW bus stop at 519 N. Douty Street
in front of the Hanford Episcopal Church



5.a

Attachment: 00-Full Attachments (Bus Stop)

ROUTE 1

Legend

Avenal

Avenal AM Express

Feature 1

Hanford Route 8

Route

Route 1

Route 2

Route 4

Route 5

Route 6

Route 7

Route 9



Red curb will be 70' total. Measuring from proposed bus stop sign - 45' south and 25' north of bus stop sign.

Proposed new bus stop
Route 1
519 N. Dooty St. Hanford, CA
Bus stop sign post will be located 45' north of alley approach joint on concrete. It will be placed 1 1/2' from curb.
Sidewalk is 11' 3".
Red curb will be 70' total. Measuring from proposed bus stop sign - 45' south and 25' north of bus stop sign.



AGENDA STAFF REPORT

MEETING DATE: 7/26/2018	AGENDA SECTION: 6
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SUBJECT:

Red Curb Requests, posted No Parking, at four bus stop locations.

RECOMMENDATION:

That the Parking and Traffic Commission, by motion, recommend to the City Council that the following location be added to Section 10.16.130(B) of the City of Hanford Municipal Code prohibiting parking at any time in the designated area:

1. Florinda Street west of Harris Street at Lacey Park - 70 lf of red curb
2. Greenfield Avenue at the Youth Athletic Complex - additional 17 lf of red curb
3. 519 N. Douty Street, Hanford Episcopal Church - 70 lf of red curb
4. 9 ¼ Avenue at Kings Garden - 70 lf of red curb

BACKGROUND:

Staff received a request from Kings Area Rural Transit (KART) asking if red curb and no parking could be posted at four locations where they have existing or proposed bus stops.

1. Florinda Street west of Harris Street at Lacey Park - 70 lf of red curb

There is a bus shelter on Florinda Street at Lacey Park at the existing bus stop. Florinda Street is an east west bound, two lane residential street with a curb to curb width of 48 feet. This width is adequate for a single 12' lane in each direction and 8' of parallel parking on both sides of the street. The speed limit on Florinda Street is posted 35 mph.

The Bicycle Pedestrian Masterplan identifies Florinda as an existing Class III Bike Route. There is an existing edge line stripe which is designated to be removed along Florinda.

2. Greenfield Avenue at the Youth Athletic Complex - additional 17 lf of red curb

There is a bus stop sign on Greenfield Avenue at the Youth Athletic Complex (YAC) the existing bus stop. Greenfield Avenue is an east west bound, two lane collector street with a curb to curb width of 64 feet. This width is adequate for a single 12' lane in each direction, a dual left turn lane, a Class II bicycle lane, and 8' of parallel parking on both sides of the street. The speed limit on Greenfield Avenue is posted 35 mph. Greenfield Avenue is designated a Class II bikeway in the Bicycle Pedestrian Masterplan.

The Commission recently heard comments and concerns of neighbors near the YAC stating that when games are played at the ball fields, there were vehicles parking in locations that blocked the visibility for traffic. To address the need, the City performed a sight visibility study and has painted segments of curb red at driveways and street intersections adjacent to the YAC to provide the visibility for safe traffic flow. The location where KART is requesting red curb for a bus stop currently has 28 lf of red curb. If the Commission approves this location, an additional 17 lf of red curb would be placed for the bus stop.

3. 519 N. Douty Street, Hanford Episcopal Church - 70 lf of red curb

This location is the new bus stop location that is an agenda for the Commission. Douty Street is a north south bound, two lane, collector road with a curb to curb width of 50 feet. This width is adequate for a single 12' lane in each direction, with parking on both sides of the street. The speed limit on Douty Street is posted 25 mph. The Bicycle Pedestrian Masterplan identifies this segment as a Class III bikeway.

The Commission will consider this item only if the agenda item for a new bus stop at this location is approved. The red curb would extend from the north return to the alley, and extend 70 lf across the frontage to the Hanford Episcopal Church.

4. 9 ¼ Avenue at Kings Garden

There is an existing bus shelter on 9 ¼ Avenue north of Connie Drive, and in front of the Kings Garden Apartments. 9 ¼ Avenue is a partially developed north south bound collector street. The west side of the street is 30 feet wide with curb and gutter fronting Kings Apartments. The east side of 9 ¼ Avenue has a paved width of 14 feet. This width is adequate for a single 12' lane in each direction, and parking on the west side of the street only. The speed limit on 9 ¼ Avenue is posted 45 mph. The Bicycle Pedestrian Masterplan identifies this segment as a Class III bikeway. Once the roadway is fully developed, the segment will be designated a Class II bikeway.

Residents adjacent to the locations have been notified. A copy of the notification letter is attached for Commissioners review.

If the Commission approves these recommendations, the City Council would be requested to introduce and pass a second reading for an amendment to Ordinance Section 10.16.130(B) of the City of Hanford Municipal Code, to prohibit parking at the designated locations.

Respectfully submitted,

Lisa Dock, PE
Engineering Manager

FISCAL IMPACT:

ATTACHMENTS:

00-Full Attachments

Red Curb Request

On Florinda Street east of Harris Street at Lacey Park

Existing bus shelter location.
Request 70 lf of Red Curb for bus stop.

Google Earth

© 2018 Google

300 ft

Packet Pg. 84

Attachment: 00-Full Attachments (Red Curb)

Red Curb Request

On Florinda Street east of Harris Street at Lacey Park

6.a



Attachment: 00-Full Attachments (Red Curb)

Google Earth

© 2018 Google

5.72 ft

Packet Pg. 85

Red Curb Request

On Florinda Street east of Harris Street at Lacey Park

6.a



Google Earth

© 2018 Google

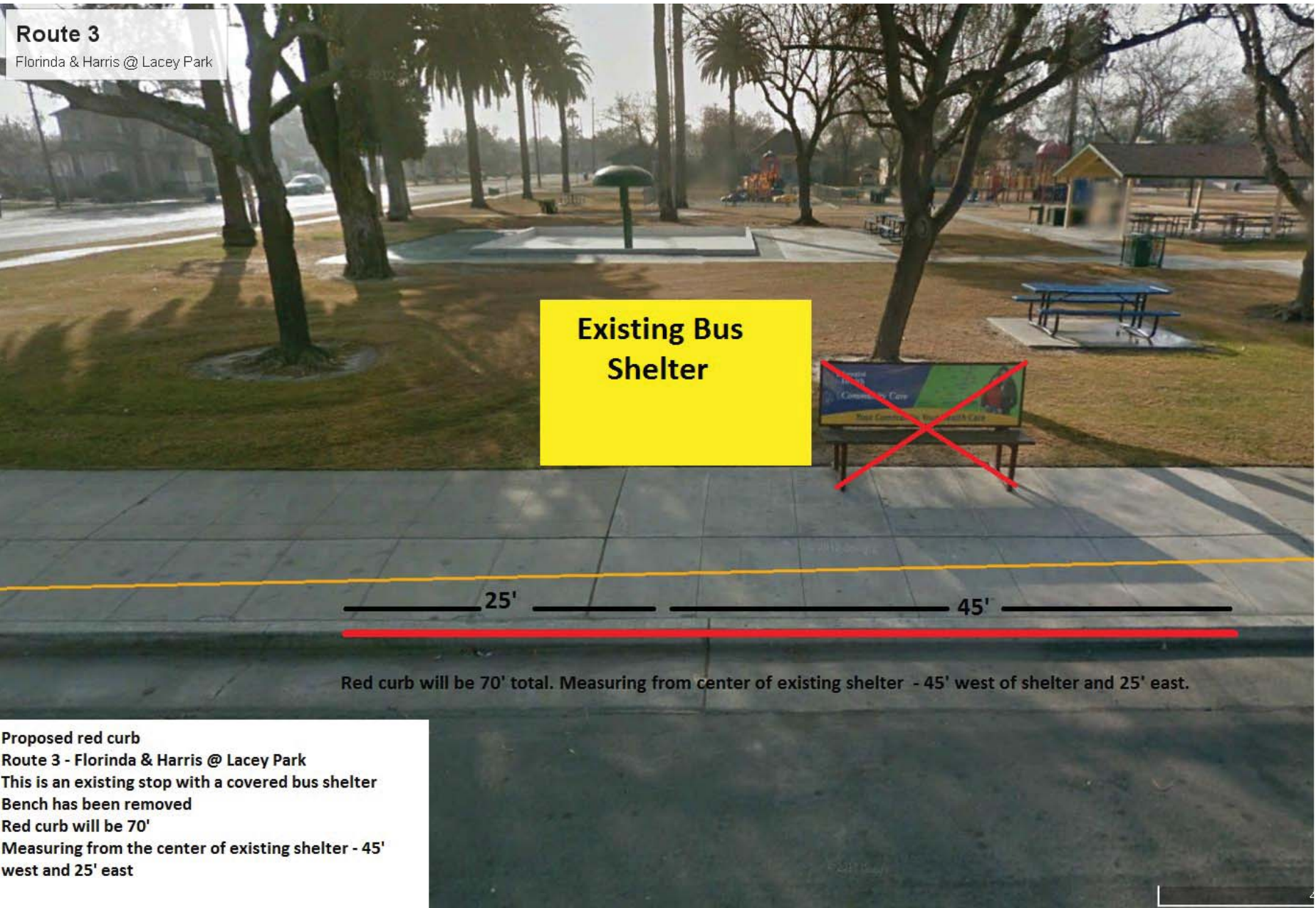
6.64 ft

Packet Pg. 86

Attachment: 00-Full Attachments (Red Curb)

Route 3

Florinda & Harris @ Lacey Park



**Existing Bus
Shelter**

25'

45'

Red curb will be 70' total. Measuring from center of existing shelter - 45' west of shelter and 25' east.

Proposed red curb**Route 3 - Florinda & Harris @ Lacey Park**

This is an existing stop with a covered bus shelter

Bench has been removed

Red curb will be 70'

Measuring from the center of existing shelter - 45'
west and 25' east

Legend

Attachment: 00-Full Attachments (Red Curb)

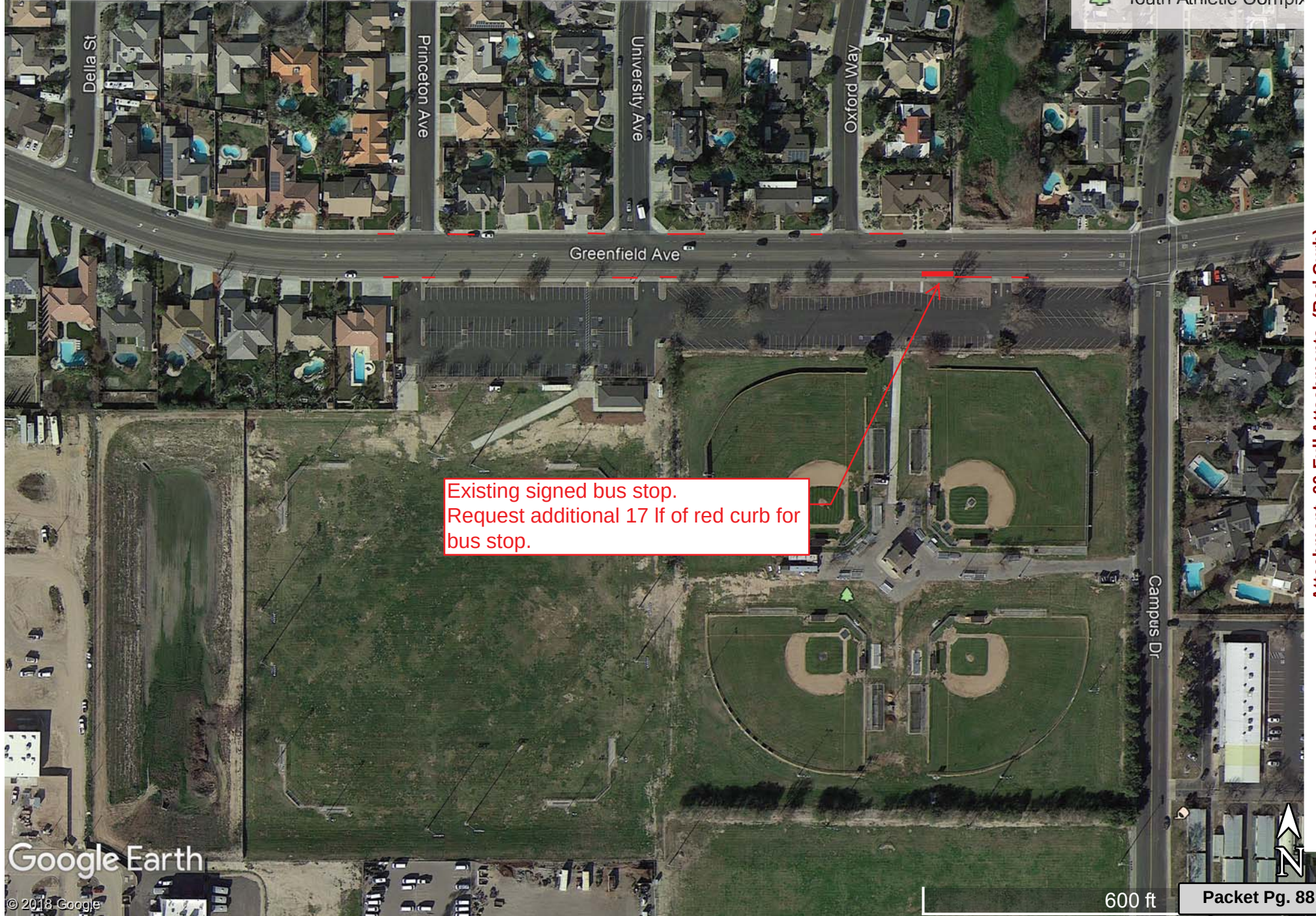
Red Curb Request

At existing bus stop shelter on Greenfield Avenue at the Youth Athletic Complex

6.a

Legend

-  Hanford Adult School
-  Youth Athletic Complex



Existing signed bus stop.
Request additional 17 lf of red curb for
bus stop.

Attachment: 00-Full Attachments (Red Curb)

Red Curb Request

At existing bus stop shelter on Greenfield Avenue at the Youth Athletic Complex

6.a



Google Earth

© 2018 Google

8.10 ft

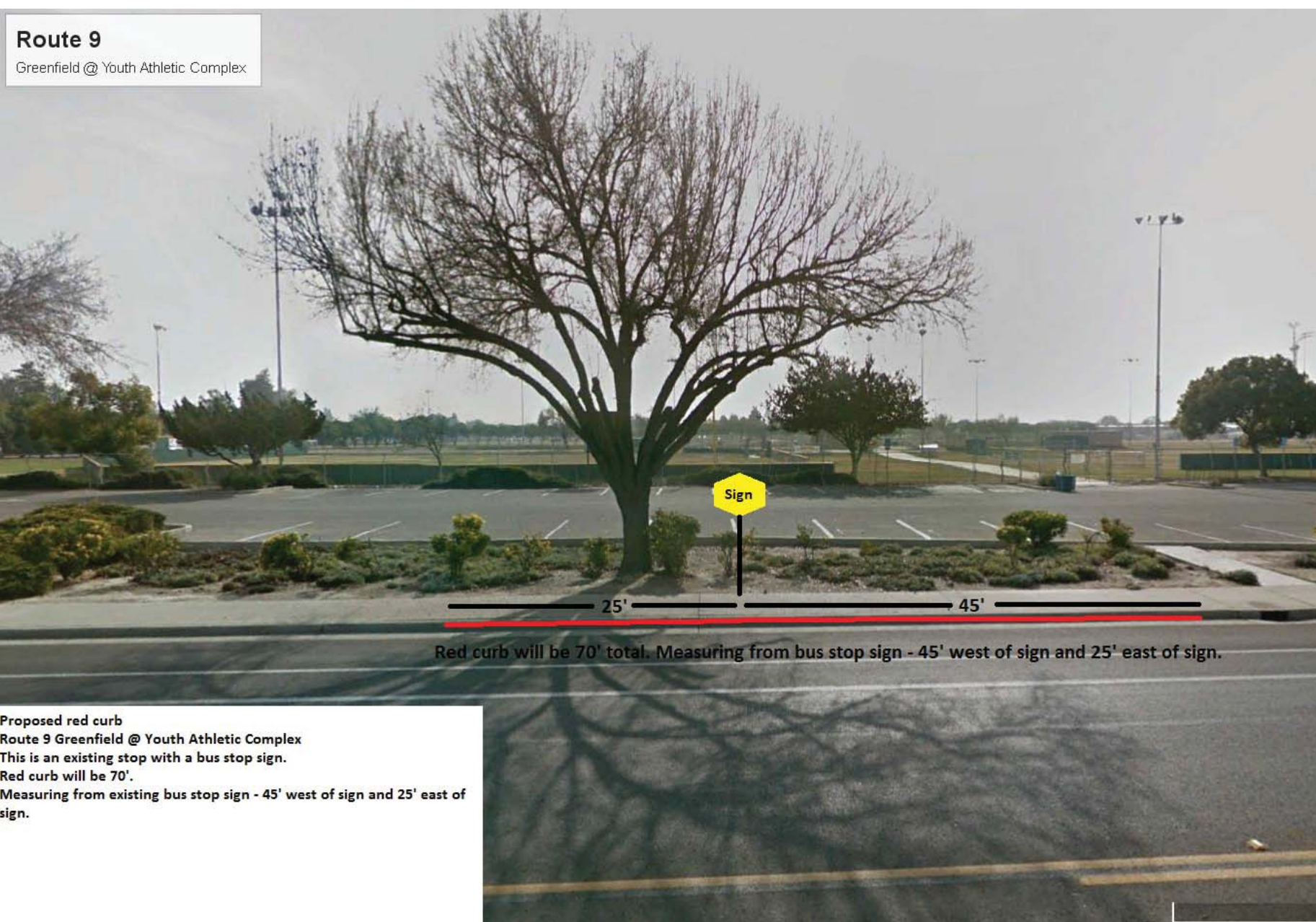
Packet Pg. 89

Attachment: 00-Full Attachments (Red Curb)

Route 9

Greenfield @ Youth Athletic Complex

Legend



Attachment: 00-Full Attachments (Red Curb)

Proposed red curb

Route 9 Greenfield @ Youth Athletic Complex

This is an existing stop with a bus stop sign.

Red curb will be 70'.

Measuring from existing bus stop sign - 45' west of sign and 25' east of sign.

Red Curb Request

At NEW bus stop at 519 N. Douty Street
in front of the Hanford Episcopal Church

6.a



Attachment: 00-Full Attachments (Red Curb)

Google Earth

© 2018 Google

300 ft

Packet Pg. 91

Red Curb Request

At NEW bus stop at 519 N. Douty Street
in front of the Hanford Episcopal Church

6.a



Attachment: 00-Full Attachments (Red Curb)

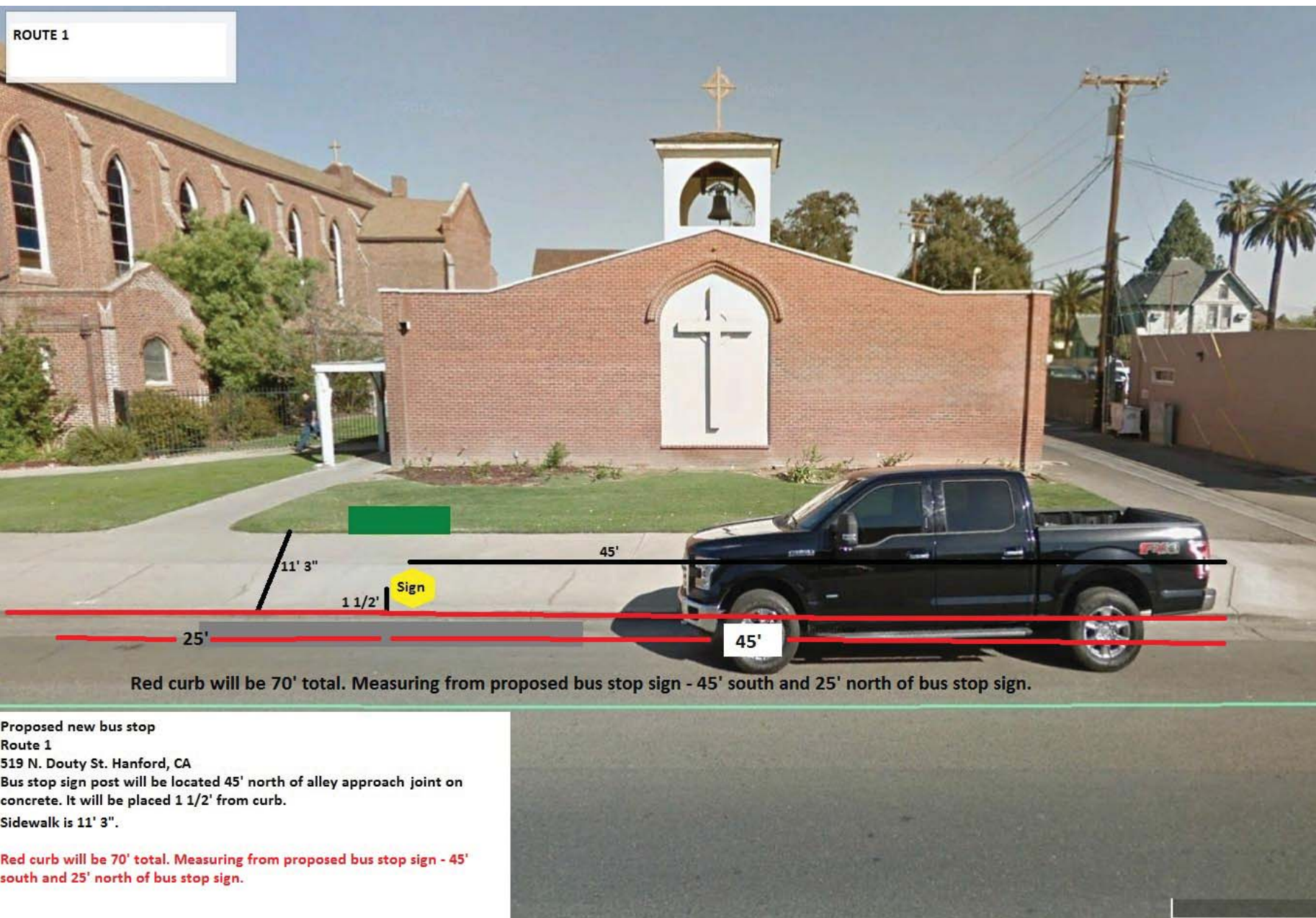
Google Earth

© 2018 Google

8.16 ft

Packet Pg. 92

ROUTE 1



Legend

- Avenal
- Avenal AM Express
- Feature 1
- Hanford Route 8
- Route
- Route 1
- Route 2
- Route 4
- Route 5
- Route 6
- Route 7
- Route 9

Attachment: 00-Full Attachments (Red Curb)

Red Curb Request

9 1/4 Avenue at Kings Garden Apartments

6.a

Lassen Dr

Connie Dr

Existing bus shelter stop.
Request 70 lf of red curb for bus stop.

Google Earth

© 2018 Google

200 ft

Packet Pg. 94

Attachment: 00-Full Attachments (Red Curb)

Red Curb Request

9 1/4 Avenue at Kings Garden Apartments

6.a



Google Earth

© 2018 Google

Attachment: 00-Full Attachments (Red Curb)

Packet Pg. 95

Route 3

9 1/4 Ave. @ Kings Garden Apts.

Existing Bus
Shelter

25'

45'

Red curb will be 70' total. Measuring from center of existing Shelter - 45' north of shelter and 25' south.

Proposed red curb
Route 3 - 9 1/4 ave. @ Kings Garden Apts.
This is an existing stop with a covered bus shelter.
Red curb will be 70'.
Measuring from center of existing shelter - 45' north and 25' south.

Legend

Attachment: 00-Full Attachments (Red Curb)



CITY OF HANFORD

Department of Public Works

900 South 10th Ave. • HANFORD, CA 93230-5234 • (559) 585-2550

NOTICE TO ALL RESIDENTS, BUSINESS AND PROPERTY OWNERS

On July 26, 2018 at 5:30 pm, the Parking and Traffic Commission will meet and discuss an agenda item to paint “Red Curb” and post “No Parking” signs at various locations where Kings Area Rural Transit (KART) has requested new designated bus stop locations with red curb. The no parking zone would be enforced, and your property may be affected by these requests. The following bus stop locations will be discussed at the Parking and Traffic Commission meeting:

- Harris Street at Lacey Park
- Greenfield Avenue along the Youth Athletic Complex
- 9¼ Avenue along King’s Apartments
- Douty Street at the Episcopal Church

The City invites Residents, Business and Property Owners to participate in the discussion of parking on these sections of Streets. The Commission will listen to all comments and ideas, review all options, and make a recommendation to the Hanford City Council on the appropriate course of action.

The meeting to discuss this parking issue will take place at 5:30 P.M. on July 26, 2018 at the Hanford Civic Auditorium in the City Council Chambers located at 400 N. Douty Street. Should you have any questions, concerns, or wish to review the options, please plan on attending this meeting.

If you have any questions prior to the meeting, please feel free to contact Shawn Dailey, Engineering Technician II, at 585-7166 or myself at 585-2555.

Sincerely,

Lisa Dock, P.E.
Engineering Manager



AGENDA STAFF REPORT

MEETING DATE: 7/26/2018	AGENDA SECTION: 7
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SUBJECT:

Transportation Projects - Five Year Capital Plan

RECOMMENDATION:

That the Parking and Traffic Commission accept FY 18/19 Capital Improvements Program
Transportation Projects - Five Year Capital Plan.

BACKGROUND:

City Council approval of a Capital Improvement Plan is required under California Government
Code Section 66002(b).

Respectfully submitted,

Lisa Dock, PE
Engineering Manager

FISCAL IMPACT:

The projects on the Transportation Project Capital Plan are planned and budgeted through Gas
Tax, Transportation Impact Fees, Storm Drain Capital Fees, Wastewater Capital Fees, and
Congestion Mitigation and Air Quality funds.

ATTACHMENTS:

Final FY19 CIP Budget

PROPOSED FIVE YEAR CAPITAL PROGRAM

<u>CATEGORY</u>		<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Facilities and General Projects		\$1,875,000	\$158,500	\$120,000	\$110,000	\$360,000
Parks and Recreation Projects		\$415,500	\$565,000	\$485,000	\$755,000	\$6,225,000
Transportation Projects		\$5,313,000	\$3,263,000	\$6,915,000	\$6,215,000	\$1,920,000
Storm Drainage Projects		\$720,000	\$395,000	\$370,000	\$595,000	\$670,000
Wastewater Projects		\$371,000	\$765,000	\$620,000	\$865,000	\$770,000
Water Projects		\$3,095,000	\$2,150,000	\$7,610,000	\$1,380,000	\$2,340,000
Downtown Projects		\$360,000	\$360,000	\$240,000	\$110,000	\$110,000
Airport Projects		\$1,070,000	\$418,500	\$1,723,150	\$1,723,150	\$92,300
Industrial Park Projects		\$0	\$100,000	\$80,000	\$50,000	\$50,000
		\$13,219,500	\$8,175,000	\$18,163,150	\$11,803,150	\$12,537,300
<u>FUNDING SOURCE</u>		<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
004	Accumulated Capital Outlay	\$1,463,000	\$562,500	\$825,000	\$505,000	\$535,000
300	Airport	\$52,400	\$89,850	\$112,320	\$112,320	\$9,230
023	Special Aviation (FAA Grant)	\$957,600	\$268,650	\$1,550,830	\$1,550,830	\$83,070
040	Gas Tax 2105	\$548,000	\$745,000	\$350,000	\$350,000	\$350,000
041	Gas Tax 2106	\$175,000	\$0	\$175,000	\$0	\$175,000
042	Gas Tax 2107	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
044	Gas Tax 2103	\$0	\$0	\$525,000	\$0	\$0
050	Gas (TDA Tax Transportation)	\$680,000	\$830,000	\$905,000	\$905,000	\$680,000
045	Gas Tax (RMRA)	\$925,000	\$0	\$0	\$0	\$0
052	Gas Tax (RSTP Exchange Funds)	\$0	\$0	\$0	\$0	\$0
055	Congestion Mitigation and Air Quality (CMAQ)	\$777,000	\$401,000	\$576,500	\$576,500	\$0
	SB1 Competitive Grant	0	0	1,000,000	1,000,000	0
180	Park Impact Fees	\$358,000	\$380,000	\$150,000	\$570,000	\$5,950,000
181	Transportation Impact Fees	\$1,143,000	\$352,000	\$1,700,000	\$1,700,000	\$200,000
184	Storm Drainage System Impact Fees	\$50,000	\$50,000	\$100,000	\$100,000	\$50,000
358	Storm Drainage Capital	\$1,072,500	\$772,500	\$1,027,500	\$1,252,500	\$627,500
185	Water System Impact Fees	\$850,000	\$50,000	\$850,000	\$50,000	\$850,000
391	Water Capital	\$2,590,000	\$2,100,000	\$7,010,000	\$1,580,000	\$1,490,000
186	Wastewater System Impact Fees	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
363	Wastewater Capital	\$323,500	\$622,500	\$646,000	\$891,000	\$627,500
161	12th Avenue Sewer Benefit Assmt District Fees	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
025	Central Parking and Business Improvement	\$150,000	\$10,000	\$10,000	\$10,000	\$10,000
183	Police Impact Fees	\$0	\$250,000	\$0	\$0	\$0
307	Refuse Capital	\$307,500	\$0	\$0	\$0	\$0
182	Fire Impact Fees	\$0	\$0	\$0	\$0	\$250,000
	Building Replacement Reserve	\$37,000	\$41,000	\$0	\$0	\$0
020	Parking	\$110,000	\$0	\$0	\$0	\$0
TOTALS		\$13,219,500	\$8,175,000	\$18,163,150	\$11,803,150	\$12,537,300

FACILITIES AND GENERAL PROJECTS - FIVE YEAR CAPITAL PLAN

PROJECT TITLE		<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Dangerous Building Abatement		50,000	50,000	50,000	50,000	50,000
ADA Building Modifications		50,000	50,000	50,000	50,000	50,000
Energy Conservation Projects / Programs		10,000	10,000	10,000	10,000	10,000
Corporation Yard Wash Bay Renovation		570,000	0	0	0	0
Courthouse Building HVAC System Installation		1,125,000	0	0	0	0
Courthouse Park Bathroom Roof Replacement		23,000	0	0	0	0
Police Department Flooring Replacement		47,000	0	0	0	0
City Hall Roof Restoration		0	41,000	0	0	0
Civic Auditorium Back Stage Floor Replacement		0	7,500	0	0	0
Fire Station No. 2 - Landscape (Xeriscape) Materials		0	0	10,000	0	0
Fire Station No. 5 - Land Acquisition		0	0	0	0	250,000
TOTAL		\$1,875,000	\$158,500	\$120,000	\$110,000	\$360,000
FUNDING SOURCES						
004 Accumulated Capital Outlay		1,268,000	117,500	120,000	110,000	110,000
182 Fire Impact Fees		0	0	0	0	250,000
307 Refuse Capital		285,000	0	0	0	0
358 Storm Drainage		95,000	0	0	0	0
363 Wastewater Capital		95,000	0	0	0	0
391 Water Capital		95,000	0	0	0	0
417 Building Replacement Reserve		37,000	41,000	0	0	0
TOTAL		\$1,875,000	\$158,500	\$120,000	\$110,000	\$360,000

Attachment: Final FY19 CIP Budget (CIP)

Dangerous Building Abatement

Project Background:

These funds will be used to facilitate abatement of buildings determined to be unsafe or public nuisances under city or state building or fire codes.

Existing Conditions:

Buildings are determined by the city building department to be unsafe or of a public nuisance.

Project Justification:

Public funds are needed to facilitate the demolition and removal of dilapidated buildings on private properties when considered to be unsafe or public nuisances and when insufficient private funding exists to accomplish the task.

Fiscal Implications:

Funding for this project will be allocated from Accumulated Capital Outlay Reserves. The city will recover costs for demolition and disposal expenses through property assessments collected by the Kings County Tax Collector.

Project Budget Summary:

		5-Year Funding Allocation				
	Program or Project	2019	2020	2021	2022	2023
		Construction	Construction	Construction	Construction	Construction
Expenditure	Abatement Expenses	50,000	50,000	50,000	50,000	50,000
Total Expenditure		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Revenue	Funding					
	004 Accumulated Capital Outlay	50,000	50,000	50,000	50,000	50,000
	Total Funding	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000

ADA Building Modifications

Project Background:

The Americans with Disabilities Act (ADA) requires that public facilities be accessible to all users. The act requires that inaccessible facilities must be brought up to current ADA standards within a reasonable time frame.

Existing Conditions:

Some of the upgrades and improvements needed to comply with ADA requirements include electrically operated doors at city facilities, hand rails at various drinking fountains, lever type door handles, accessibility signs and relocation of various mirrors and dispensers, sidewalks and ramps at various public facilities.

Project Justification:

In order to comply with the ADA, upgrades are required at various city facilities.

Fiscal Implications:

Funding for various mandated ADA improvements will be allocated from Accumulated Capital Outlay Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
	Program or Project	2019	2020	2021	2022	2023
		Construction	Construction	Construction	Construction	Construction
Expenditure	Design	4,000	4,000	4,000	4,000	4,000
	Materials / Construction	45,000	45,000	45,000	45,000	45,000
	Department Overhead	1,000	1,000	1,000	1,000	1,000
Total Expenditure		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Revenue	Funding					
	004 Accumulated Capital Outlay	50,000	50,000	50,000	50,000	50,000
	Total Funding	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000

Energy Conservation Projects / Programs

Project Background:

These funds will be used to purchase and install energy saving fixtures and equipment as well as to leverage / match energy efficiency grants that may become available and suitable to our operation.

Existing Conditions:

City buildings and facilities equipped with outdated lighting sources are areas where energy efficient improvements can be made. Energy management systems such as motion detection devices to control lighting use and thermostat controls are examples of possible cost saving opportunities.

Project Justification:

Energy efficiency projects will be selected based upon economic benefits as well as compliance with AB 32 and SB 375 mandates.

Fiscal Implications:

Funding for various energy efficiency improvements will be allocated from Accumulated Capital Outlay Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
	Program or Project	2019	2020	2021	2022	2023
		Construction	Construction	Construction	Construction	Construction
Expenditure	Inspection	1,000	1,000	1,000	1,000	1,000
	Materials / Construction	8,500	8,500	8,500	8,500	8,500
	Department Overhead	500	500	500	500	500
Total Expenditure		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
	Funding	2019	2020	2021	2022	2023
		Construction	Construction	Construction	Construction	Construction
Revenue	004 Accumulated Capital Outlay	10,000	10,000	10,000	10,000	10,000
Total Funding		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000

Corporation Yard Wash Bay Renovation

Project Background:

This project will renovate and expand the existing Corporation Yard wash bay to increase capacity and eliminate delays and clean the equipment at the facility.

Existing Conditions:

The Corporation Yard wash bay was constructed as a single bay facility in the early 1980's as part of development of the Public Works Department Corporation Yard. The single bay facility is heavily used on a daily basis for cleaning refuse trucks, Street sweepers, and other city equipment. The facility is inadequate for the number of vehicles the City currently has and has outlived its useful life.

Project Justification:

This project will replace and expand the existing wash bay facility to provide additional vehicle cleaning capacity. The increased capacity will improve service efficiencies by reducing the time it takes to clean vehicles due to capacity constraints. A bathroom facility will also be incorporated into the project.

Fiscal Implications:

Funding for this project will be allocated from the Refuse Enterprise Reserves and Water, Sanitary Sewer, and Storm Drainage Capital funds,

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction				
	Engineering / Inspection	15,000				
	Construction	500,000				
	Contingency	50,000				
	Department Overhead	5,000				
Total Expenditure		\$570,000	\$0	\$0	\$0	\$0
Revenue	Funding					
	307 Refuse Capital	285,000				
	391 Water Capital	95,000				
	358 Storm Drainage Capital	95,000				
	363 Wastewater Capital	95,000				
Total Funding		\$570,000	\$0	\$0	\$0	\$0

Courthouse Building HVAC System Installation

Project Background:

The existing HVAC system in the Courthouse building is in disrepair and has become unreliable for every day operations. The system consists of heat pumps that utilize a continuous water supply provided by an on-site well to operate the system.

Existing Conditions:

Pipes supplying water to approximately 28 heat pumps located throughout the building have deteriorated to a point where water flow is restricted. This has lead to a failure to provide adequate heating and air conditioning services to our tenants located on the first and second floors of the Courthouse facility. The current HVAC system does not serve the third floor of the facility, thus limiting the City's ability to utilize this space.

Project Justification:

This project will replace the existing HVAC system with a new ductless refrigerant system for the first and second floors of the building and a standard HVAC system (with ducting) for the third floor space.

Fiscal Implications:

Funding for this project will be allocated from Accumulated Capital Outlay Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction				
	Engineering / Inspection	20,000				
	Construction	1,000,000				
	Contingency	100,000				
	Department Overhead	5,000				
Total Expenditure		\$1,125,000	\$0	\$0	\$0	\$0
Revenue	Funding					
	004 Accumulated Capital Outlay	1,125,000				
	Total Funding	\$1,125,000	\$0	\$0	\$0	\$0

Courthouse Park Bathroom Roof Replacement

Project Background:

The bathroom in Courthouse Park serves guests attending special functions in the park as well as Thursday Night Marketplace and the general public. It was built in the 1980's and has its original roof.

Existing Conditions:

Staff has surveyed the roof and ceiling inside and found it to be leaking at the roofing materials seams and at the roof drain. A temporary patch has been placed to weather the current rain season. Leaks have caused the ceiling to collapse in the Northwest corner with mold and mildew growing in the framing above.

Project Justification:

These funds will be used to replace the deteriorated roof by contract and repair the damaged interior ceiling via in-house project by City staff.

Fiscal Implications:

Funds for this project will be allocated from Accumulated Capital Outlay (ACO) Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction				
	Engineering / Inspection	750				
	Materials/Equipment	2,000				
	Construction	20,000				
	Department Overhead	250				
Total Expenditure		\$23,000	\$0	\$0	\$0	\$0
Revenue	Funding					
	004 Accumulated Capital Outlay	23,000				
	Total Funding	\$23,000	\$0	\$0	\$0	\$0

Police Department Flooring Replacement

Project Background:

The police department operates on a 24 hour basis. Officers are in and out throughout the day and night filing reports in their report writing room. Due to premature breakdown of the previous floor product from rolling chairs and solution was sought. A product provided at no cost to the City was provided by Patcraft and installed by Robinson's Interiors as a test material.

Existing Conditions:

Staff has surveyed the flooring condition and find that the upper wear layer has abraded through exposing the white backing material. This was observed not only where chairs are rolled around in dispatch and report writing rooms but also in high traffic areas around corners and door entrances. It has been found this material had a low compressive strength and could not tolerate the heavy traffic and wear.

Project Justification:

These funds will be used to remove the old floor materials on the main and basement floors and replace it with the same type Patcraft material tested in the report writing room. They will make a cohesive flooring pattern throughout the facility. The dispatch and basement meeting room is not included as this will be part of the police departments remodel CIP in the same year.

Fiscal Implications:

Funds for this project will be allocated from two sources, the Building Equipment Replacement Reserve and the Accumulated Capital Outlay (ACO) fund.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction				
	Engineering / Inspection	750				
	Materials/Equipment					
	Construction	46,000				
	Department Overhead	250				
Total Expenditure		\$47,000	\$0	\$0	\$0	\$0
Revenue	Funding					
	004 Accumulated Capital Outlay	10,000				
	417 Equipment Replacement Reserve	37,000				
	Total Funding	\$47,000	\$0	\$0	\$0	\$0

City Hall Roof Restoration

Project Background:

Roofs typically last 20 to 25 years. Most of our facilities had roofs replaced over 20 years ago. City hall's, while in decent condition for its age, is 24 years old and needs work before major leaks start to appear.

Existing Conditions:

Staff has reviewed City Hall's roof recently and found while it is in decent shape for its age it is in need of preventative measures to prevent further deterioration. With some major maintenance patch work and a restoration sealer applied we can expect an additional 10 years of life before it needs replacement.

Project Justification:

These funds will be used to purchase materials needed for the in-house portion of the work which includes sealing up all ductwork connections on the A/C units, repairing tears in the roof material, sealing around roof penetrations, and 3 coat patching with a reflective asphalt emulsion. The remaining funds will be used to have a roof contractor apply a restorative roof sealer to all surfaces which will water proof the complete structure for another 10 years.

Fiscal Implications:

Funds for this project will be allocated from the Building Equipment Replacement Reserve.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project		Construction			
	Engineering / Inspection		750			
	Materials/Equipment		10,000			
	Construction		30,000			
	Department Overhead		250			
Total Expenditure		\$0	\$41,000	\$0	\$0	\$0
Revenue	Funding					
	417 Building Equipment Repl. Reserve		41,000			
	Total Funding	\$0	\$41,000	\$0	\$0	\$0

Civic Auditorium Back Stage Floor Replacement

Project Background:

The backstage area of the Civic Auditorium serves as the traffic way behind the scenes while performances are live. It also serves as the emergency fire exit pathway for those staffing an event. The floor area runs from the soundroom at the West to the dressing room stairs to the East. It is comprised of Vinyl Composite Tile or (VCT), which is delaminating from the substrate creating a tripping hazard.

Existing Conditions:

Staff has surveyed the floor and found the VCT to be delaminating from the substrate creating a tripping hazard at the edges of the curled tiles. The tiles need to be replaced with a comparable flooring material.

Project Justification:

These funds will be used to remove the old VCT tiles and replace them with Luxury Vinyl Tile (LVT) which does not require waxing, reduces labor needed to keep them clean, and will provide a safe walking path to the fire escape in back.

Fiscal Implications:

Funds for this project will be allocated from Accumulated Capital Outlay (ACO) Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project		Construction			
	Engineering / Inspection		750			
	Materials/Equipment					
	Construction		6,500			
	Department Overhead		250			
Total Expenditure		\$0	\$7,500	\$0	\$0	\$0
Revenue	Funding					
	004 Accumulated Capital Outlay		7,500			
	Total Funding	\$0	\$7,500	\$0	\$0	\$0

Fire Station No. 2 - Landscape (Xeriscape) Materials

Project Background:

Over the last 15 years, the HFD has tried unsuccessfully to plant various types of vegetation to improve the aesthetics of the grounds at Fire Station No. 2. This project involves the purchase of xeriscape materials to improve the aesthetics, which will be low maintenance and low water use.

Existing Conditions:

The current conditions of the grounds at fire Station No. 2 are barren, mainly due to the inability of vegetation to grow in the soil. Staff previously had the soil analyzed and were advised that it would be difficult for anything to grow in this soil due to its high alkalinity.

Project Justification:

This project will improve the aesthetics at Fire Station No. 2 by utilizing xeriscape materials which require less maintenance and will utilize less water thereby reducing staff time for maintenance and costs associated with water use.

Fiscal Implications:

Funding for this project will be allocated from Accumulated Capital Outlay Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project			Materials		
	Xeriscape Materials			10,000		
Total Expenditure		\$0	\$0	\$10,000	\$0	\$0
Revenue	Funding					
	004 Accumulated Capital Outlay			10,000		
Total Funding		\$0	\$0	\$10,000	\$0	\$0

Fire Station No. 5 - Land Acquisition

Project Background:

This project involves purchasing land for a fire station on the east side of Hanford. In 2006, a Station Location Study was completed and three sites/locations were determined for the locations of the next three fire stations in an order to be determined by the need and demand for service. In September of 2015, City Council allocated funding to design and construct Station 3, which will be located at 12th Ave. and Woodland Drive.

Existing Conditions:

The HFD currently responds out of two stations. Station 3 will be constructed on the southwest side of the City to improve response times in that area. Currently, the east side of Hanford is not covered adequately and has poor response times. Building a station on the east side will provide more comprehensive coverage and improve response times. The City owns land for Station No. 4 at Centennial Dr. & Berkshire St. in the northeast part of the city, but the call service demand on the east side is a higher priority.

Project Justification:

One of the locations identified in the Station Location Study is on the east side for a future station. The new shopping center at Highway 43 and Lacey Blvd. also identifies the need to construct a new eastside fire station once funds are available. The current call density and lower response times occur on the east side of the City which makes the next fire station location on the east side of town a higher priority.

Fiscal Implications:

Funding will come from the Fire Impact Fees

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project					Purchase
	Appraisal/Escrow Fees					10,000
	Land Acquisition					240,000
Total Expenditure		\$0	\$0	\$0	\$0	\$250,000
Revenue	Funding					
	182 Fire Impact Fees					250,000
Total Funding		\$0	\$0	\$0	\$0	\$250,000

PARKS AND RECREATION PROJECTS - FIVE YEAR CAPITAL PLAN

PROJECT TITLE		<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Park Development Oversizing Requirements		150,000	150,000	150,000	150,000	150,000
ADA Parks/Recreation Modifications		35,000	35,000	35,000	35,000	35,000
Park Refuse Enclosures - Rotary Field		22,500	0	0	0	0
Hidden Valley Park Pathway Construction Project		208,000	0	0	0	0
Street Median Landscape Renovation		0	150,000	0	150,000	0
Centennial Park Pathway Construction Project		0	230,000	0	0	0
Youth Athletic Complex (YAC) Concession Building Restoration		0	0	300,000	0	0
Soc Com Field Lighting		0	0	0	420,000	0
Highway 198 Monument Entrance Signs		0	0	0	0	240,000
Indoor Recreational Facility		0	0	0	0	5,800,000
TOTAL		\$415,500	\$565,000	\$485,000	\$755,000	\$6,225,000
FUNDING SOURCES						
180	Park Impact Fees	358,000	380,000	150,000	570,000	5,950,000
004	Accumulated Capital Outlay	35,000	185,000	335,000	185,000	275,000
307	Refuse Capital	22,500	0	0	0	0
TOTAL		\$415,500	\$565,000	\$485,000	\$755,000	\$6,225,000

Park Development Oversizing Requirements

Project Background:

In accordance with City Ordinance, developers are required to mitigate their impacts to parks and recreation programs by constructing qualifying improvements and/or payment of park mitigation impact fees.

Existing Conditions:

Park mitigation impact fees were established by ordinance in 1990.

Project Justification:

These funds will be used to reimburse developers for costs associated with park construction in excess of their park impact fee assessment.

Fiscal Implications:

Funding for over sizing improvements shall be allocated from park mitigation impact fee reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction	Construction	Construction	Construction	Construction
	Construction-Reimbursement	150,000	150,000	150,000	150,000	150,000
Total Expenditure		\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
Revenue	Funding					
	180 Park Impact Fees	150,000	150,000	150,000	150,000	150,000
Total Funding		\$150,000	\$150,000	\$150,000	\$150,000	\$150,000

ADA Parks/Recreation Modifications

Project Background:

The American with Disabilities Act (ADA) requires that parks and recreation facilities be accessible to all users. The act requires that inaccessible facilities must be brought up to current ADA standards within a reasonable time frame.

Existing Conditions:

Staff has surveyed our park facilities in conformance with the ADA. A list of modifications has been prepared along with cost estimates.

Project Justification:

These funds will be used to upgrade our parks and recreation facilities to conform with ADA requirements. Improvements will include modifications to restroom and playground facilities, installation of concrete pathways to various facilities and purchase of handicap accessible picnic equipment and tables.

Fiscal Implications:

Funds for this project will be allocated from Accumulated Capital Outlay (ACO) Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction	Construction	Construction	Construction	Construction
	Engineering / Inspection	750	750	750	750	750
	Materials/Equipment	8,000	8,000	8,000	8,000	8,000
	Construction	26,000	26,000	26,000	26,000	26,000
	Department Overhead	250	250	250	250	250
Total Expenditure		\$35,000	\$35,000	\$35,000	\$35,000	\$35,000
Revenue	Funding					
	004 Accumulated Capital Outlay	35,000	35,000	35,000	35,000	35,000
	Total Funding	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000

Park Refuse Enclosures - Rotary Field

Project Background:

This project will involve the construction of concrete block trash enclosures at the Rotary Field which is currently void of an enclosure. A refuse dumpster will then be stored within the enclosure. This project will improve park aesthetics and safety by installing the refuse dumpster in enclosure structure.

Existing Conditions:

Some older community facilities were developed without refuse enclosures. The refuse dumpster is placed inside the field on turf and is difficult for refuse employees to move and dump.

Project Justification:

With the installation of new field lighting, the Rotary Field has seen a large increase in usage by youth and adult sports. The refuse enclosure will provide an area to place the increase in refuse, easier access for the Refuse Division, and help to keep the facility clean.

Fiscal Implications:

Funds for this project will be allocated from refuse enterprise reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction				
	Engineering / Inspection	1,000				
	Construction	19,000				
	Contingency	2,000				
	Department Overhead	500				
Total Expenditure		\$22,500	\$0	\$0	\$0	\$0
Revenue	Funding					
	307 Refuse Capital	22,500				
	Total Funding	\$22,500	\$0	\$0	\$0	\$0

Hidden Valley Park Pathway Construction Project

Project Background:

There is currently no pathway at Hidden Valley Park from the oak arbor to the new pedestrian bridge. This project would construct a 6 foot wide concrete sidewalk pathway and address ADA accessibility from the oak shelter to connect all amenities together, including the picnic arbors, splash pad, playground, dog facilities and restrooms.

Existing Conditions:

There is no pathway that connects the oak arbor and dog facilities to the new pedestrian bridge, splash pad, picnic arbors, playground and restrooms. Patrons with disabilities are forced to travel to Cortner Street and use the sidewalk to reach many of the park amenities.

Project Justification:

This pathway is being utilized by more residents due to the growth in population and would create an even level pathway for park patrons to walk on, including persons with disabilities, and to access various park amenities.

Fiscal Implications:

Funds for this project will be allocated from Accumulated Capital Outlay (ACO) Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction				
	Engineering / Inspection	7,500				
	Construction	180,000				
	Contingency	18,000				
	Department Overhead	2,500				
Total Expenditure		\$208,000	\$0	\$0	\$0	\$0
Revenue	Funding					
	180 Park Impact Fees	208,000				
Total Funding		\$208,000	\$0	\$0	\$0	\$0

Street Median Landscape Renovation

Project Background:

This project will remove the existing landscaping and terminate the irrigation to install stamped concrete in the turn pockets until the width of the landscape area is a minimum of 8 feet in width. Project will upgrade portions of median islands as funding allows with new plant materials and landscape bark.

Existing Conditions:

The existing landscape within the medians include planting material and irrigation in the narrow turn pockets which is labor intensive and creates insufficient work space for maintenance crews. Portions of the existing landscape need replacement plant material and landscape bark replenished.

Project Justification:

This project will substantially decrease labor costs and water consumption within the median islands and will also increase the safety for maintenance crews working in the medians. The project will also beautify the entrances and major thoroughfares into our community and major shopping outlets.

Fiscal Implications:

Funds for this project will be allocated from Accumulated Capital Outlay (ACO) Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project		Construction		Construction	
	Engineering / Inspection		15,000		15,000	
	Construction		120,000		120,000	
	Contingency		12,000		12,000	
	Department Overhead		3,000		3,000	
Total Expenditure		\$0	\$150,000	\$0	\$150,000	\$0
Revenue	Funding					
	004 Accumulated Capital Outlay		150,000		150,000	
	Total Funding	\$0	\$150,000	\$0	\$150,000	\$0

Centennial Park Pathway Construction Project

Project Background:

The current pathways at Centennial Park are basically dirt with trace amounts of decomposed granite. This project would construct an all connecting 8' wide concrete sidewalk pathway and address ADA accessibility from Hanford-Armona Road into the park and connect all amenities together, including the picnic arbors, splash pad, playgrounds, dog facilities, and Restrooms.

Existing Conditions:

The existing dirt pathway has many potholes with trace amounts of decomposed granite and is not ADA compliant from Hanford-Armona Road into the park facilities. Only a very small portion of the park has ADA accessibility from the parking lot into and around the splash pad, playgrounds and restrooms.

Project Justification:

This pathway is being utilized by more residents due to the growth in population and would create an even level pathway for park patrons to walk on, including persons with disabilities, and to access various park amenities.

Fiscal Implications:

Funds for this project will be allocated from Accumulated Capital Outlay (ACO) Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project		Construction			
	Engineering / Inspection		7,500			
	Construction		200,000			
	Contingency		20,000			
	Department Overhead		2,500			
Total Expenditure		\$0	\$230,000	\$0	\$0	\$0
Revenue	Funding					
	180 Park Impact Fees		230,000			
Total Funding		\$0	\$230,000	\$0	\$0	\$0

Youth Athletic Complex (YAC) Concession Building Restoration

Project Background:

Restore and remodel existing structure and restrooms to include ADA / ABA accessibility to and within the facility. The current facility has some structural integrity issues to the stairway leading to the second story and is in need of accessibility upgrades to the restroom portion.

Existing Conditions:

The current facility is approximately 30 years old, is run down and is in need of structural improvements to the stairway leading to the second story which is not used due to the existing condition. Improvements for ADA / ABA accessibility leading to and within the restrooms and other locations inside the structure also need to be upgraded for compliance.

Project Justification:

This facility is a supportive facility to service the youth, family and friends of Hanford Youth Baseball League and tournament play. The facility currently services approximately 700 youth participating in youth baseball from early spring throughout the summer and into the fall.

Fiscal Implications:

Funds for this project will be allocated from Accumulated Capital Outlay (ACO) Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project			Construction		
	Engineering / Inspection			50,000		
	Construction			220,000		
	Contingency			22,000		
	Department Overhead			8,000		
Total Expenditure		\$0	\$0	\$300,000	\$0	\$0
Revenue	Funding					
	004 Accumulated Capital Outlay			300,000		
	Total Funding	\$0	\$0	\$300,000	\$0	\$0

Soc Com Field Lighting

Project Background:

This project includes the installation of sports lighting within the city's property (basin fields) located at the Soc Com facility. The lighting improvement will expand the use of the facility for both youth and adult sports.

Existing Conditions:

The City owns the drainage basin property located within the Soc Com facility. The basin area is currently turfed and is utilized for soccer field play.

Project Justification:

Adding lighting to a portion of the Soc-Com facility will allow for increased usage of the facility by the Hanford Youth Soccer League, competitive soccer teams and adult soccer league play. The Hanford Youth Soccer League currently rents portable lights for fall season practice and play.

Fiscal Implications:

Funding for this project will be allocated from park impact fee reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project				Construction	
	Engineering / Inspection				19,500	
	Construction				360,000	
	Contingency				36,000	
	Department Overhead				4,500	
Total Expenditure		\$0	\$0	\$0	\$420,000	\$0
Revenue	Funding					
	180 Park Impact Fees				420,000	
	Total Funding	\$0	\$0	\$0	\$420,000	\$0

Highway 198 Monument Entrance Signs

Project Background:

This project will include the installation of decorative monument entrance signs and landscaping located along Highway 198 at the east and west entrances to our community.

Existing Conditions:

There are no existing monument signs along Highway 198 to identify an entrance into our community.

Project Justification:

Entrance monument signs enhance a community's image and also provides a "welcoming feel" to out of town visitors.

Fiscal Implications:

Funds for this project will be allocated from Accumulated Capital Outlay (ACO) Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project					Construction
	Engineering / Inspection					16,000
	Construction					200,000
	Contingency					20,000
	Department Overhead					4,000
Total Expenditure		\$0	\$0	\$0	\$0	\$240,000
Revenue	Funding					
	004 Accumulated Capital Outlay					240,000
Total Funding		\$0	\$0	\$0	\$0	\$240,000

Indoor Recreational Facility

Project Background:

This project will include the construction of an indoor recreational facility at a site to be later determined.

Existing Conditions:

There is a desire in the community for more indoor recreational space.

Project Justification:

Fiscal Implications:

Funds for this project will be allocated from Park Impact Fees

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project					Construction
	Engineering / Inspection					250,000
	Construction					5,000,000
	Contingency					500,000
	Department Overhead					50,000
Total Expenditure		\$0	\$0	\$0	\$0	\$5,800,000
Revenue	Funding					
	180 Park Impact Fees					5,800,000
	Total Funding	\$0	\$0	\$0	\$0	\$5,800,000

TRANSPORTATION PROJECTS - FIVE YEAR CAPITAL PLAN

PROJECT TITLE	2019	2020	2021	2022	2023
Sidewalk and Miscellaneous Concrete Repairs	30,000	30,000	30,000	30,000	30,000
New Sidewalk and ADA Improvements	50,000	50,000	50,000	50,000	50,000
Street Division Maintenance	500,000	500,000	500,000	500,000	500,000
Unscheduled Arterial Upgrades & Traffic Signal Installation	200,000	200,000	200,000	200,000	200,000
Survey Monumentation / Mapping	15,000	15,000	15,000	15,000	15,000
Reclamite Seal Treatment	175,000	0	175,000	0	175,000
Pavement Resurfacing Treatment	950,000	950,000	950,000	950,000	950,000
Tenth Avenue Resurfacing, Grangeville Boulevard to Third Street	275,000	0	0	0	0
Grangeville Boulevard Resurfacing, 11th Avenue to 12th Avenue	230,000	0	0	0	0
Traffic Signal Battery Backup Retrofit	180,000	0	0	0	0
Traffic Signal at Grangeville Boulevard & 13th Avenue	2,590,000	0	0	0	0
Emma Lee Lane Reconstruction, Grangeville Boulevard to Conquistador Street	18,000	395,000	0	0	0
Traffic Signal at 12th Avenue and Hume Avenue	0	453,000	0	0	0
East Lacey Boulevard Widening / Reconstruction, 10th Avenue to Sierra Drive	100,000	670,000	4,470,000	4,470,000	0
Campus Drive Resurfacing, Lacey Boulevard to Greenfield Avenue	0	0	525,000	0	0
TOTAL	\$5,313,000	\$3,263,000	\$6,915,000	\$6,215,000	\$1,920,000
FUNDING SOURCES					
040 Gas Tax (2105)	548,000	745,000	350,000	350,000	350,000
041 Gas Tax (2106)	175,000	0	175,000	0	175,000
042 Gas Tax (2107)	500,000	500,000	500,000	500,000	500,000
044 Gas Tax (2103)	0	0	525,000	0	0
045 Gas Tax (RMRA)	925,000	0	1,000,000	1,000,000	0
050 Gas Tax (TDA Transportation)	680,000	830,000	905,000	905,000	680,000
052 Gas Tax (RSTP Exchange Funds)	0	0	0	0	0
055 Congestion Mitigation and Air Quality (CMAQ)	777,000	401,000	576,500	576,500	0
181 Transportation Impact Fees	1,143,000	352,000	1,700,000	1,700,000	200,000
358 Storm Drainage Capital	307,500	427,500	757,500	757,500	7,500
363 Wastewater Capital	7,500	7,500	176,000	176,000	7,500
391 Water Capital	250,000	0	250,000	250,000	0
TOTAL	\$5,313,000	\$3,263,000	\$6,915,000	\$6,215,000	\$1,920,000

Attachment: Final FY19 CIP Budget (CIP)

Sidewalk and Miscellaneous Concrete Repairs

Project Background:

These funds will be used to repair sidewalks, drive approaches and other concrete improvements where city crews will be completing street reconstruction projects or in areas where the improvements are damaged by tree roots.

Existing Conditions:

Project Justification:

These funds will be used to repair sidewalks, drive approaches, and other public concrete improvements that are in disrepair and create potential safety hazards.

Fiscal Implications:

Funding for this project will be allocated from gas tax reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction	Construction	Construction	Construction	Construction
	Engineering / Inspection	2,000	2,000	2,000	2,000	2,000
	Construction	25,000	25,000	25,000	25,000	25,000
	Contingency	2,500	2,500	2,500	2,500	2,500
	Department Overhead	500	500	500	500	500
Total Expenditure		\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Revenue	Funding					
	050 Gas Tax (TDA Transportation)	30,000	30,000	30,000	30,000	30,000
	Total Funding	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000

New Sidewalk and ADA Improvements

Project Background:

These funds will be used to install sidewalks and other concrete improvements in areas currently void of such improvements. Improvement areas will be selected along arterial/collector streets with high pedestrian volume and where existing rights-of-ways exist to facilitate sidewalk installation. These funds will also be used to install accessibility ramps in compliance with American with Disabilities Act (ADA) standards.

Existing Conditions:

Project Justification:

Compliance with ADA standards is a federal law. Also, the installation of sidewalks provides pedestrians with a safe walkway located outside vehicular travel areas.

Fiscal Implications:

Funding for this project will be allocated from gas tax reserves.

Project Budget Summary:

		5-Year Funding Allocation				
	Program or Project	2019	2020	2021	2022	2023
		Construction	Construction	Construction	Construction	Construction
Expenditure	Engineering / Inspection	2,000	2,000	2,000	2,000	2,000
	Construction	45,000	45,000	45,000	45,000	45,000
	Contingency	2,500	2,500	2,500	2,500	2,500
	Department Overhead	500	500	500	500	500
Total Expenditure		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
	Funding					
		2019	2020	2021	2022	2023
Revenue	050 Gas Tax (TDA Transportation)	50,000	50,000	50,000	50,000	50,000
	Total Funding	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000

Street Division Maintenance

Project Background:

Street maintenance is performed by the Public Works Street Maintenance Division through the city's general fund. This project account is established to record that portion of annual street maintenance which will be allocated to gas tax funds.

Existing Conditions:

Project Justification:

These funds will pay for labor, maintenance materials, equipment rental, and other contracted services for street reconstruction, resurfacing, and repair projects.

Fiscal Implications:

Funding for this program will be allocated from gas tax reserves.

Project Budget Summary:

		5-Year Funding Allocation				
	Program or Project	2019	2020	2021	2022	2023
		Maintenance	Maintenance	Maintenance	Maintenance	Maintenance
Expenditure	Maintenance	500,000	500,000	500,000	500,000	500,000
Total Expenditure		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
	Funding	2019	2020	2021	2022	2023
		042 Gas Tax (2107)	042 Gas Tax (2107)	042 Gas Tax (2107)	042 Gas Tax (2107)	042 Gas Tax (2107)
Revenue	042 Gas Tax (2107)	500,000	500,000	500,000	500,000	500,000
Total Funding		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000

Unscheduled Arterial Upgrades & Traffic Signal Installation

Project Background:

This fund will be used to reimburse developers who are required to construct qualifying arterial street improvements that exceed their project's transportation mitigation impact fee share.

Existing Conditions:

Project Justification:

This fund will set aside funds to reimburse developers that are required to construct street improvements, as part of project conditions of approval, that are considered to be over sized.

Fiscal Implications:

Funding for this program will be allocated from transportation impact fee reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction	Construction	Construction	Construction	Construction
	Construction	200,000	200,000	200,000	200,000	200,000
	Total Expenditure	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
Revenue	Funding					
	181 Transportation Impact Fees	200,000	200,000	200,000	200,000	200,000
	Total Funding	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000

Survey Monumentation / Mapping

Project Background:

These funds will be used to re-establish survey monumentation on street re-surfacing projects and to update our survey benchmark datum and mapping.

Existing Conditions:

The city's survey benchmark datum is used by private engineers in the design of various Public Works infrastructure projects. The benchmark datum is updated by the city approximately every 10 years.

Project Justification:

State law requires that survey monuments be re-established if altered due to re-surfacing or reconstruction of streets. Updating of our survey benchmark datum periodically is necessary for proper installation of curbs, storm drainage facilities and sanitary sewer lines.

Fiscal Implications:

Funding for this project will be allocated from storm drainage and sanitary sewer fund reserves.

Project Budget Summary:

		5-Year Funding Allocation				
	Program or Project	2019	2020	2021	2022	2023
		Construction	Construction	Construction	Construction	Construction
Expenditure	Engineering	15,000	15,000	15,000	15,000	15,000
Total Expenditure		\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
Revenue	Funding					
	358 Storm Drainage Capital	7,500	7,500	7,500	7,500	7,500
	363 Wastewater Capital	7,500	7,500	7,500	7,500	7,500
	Total Funding	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000

Reclamite Seal Treatment

Project Background:

Reclamite is a pavement surface protection and preservation treatment for city streets. The treatment keeps pavement surfaces flexible and reduces asphalt oil content loss.

Existing Conditions:

Asphalt concrete pavement surfaces deteriorate over time due to loss of oil content from naturally occurring processes and vehicular traffic loads.

Project Justification:

Reclamite seal treatments will extend the useful life of asphalt pavement surfaces thereby reducing street maintenance costs. This project will provide surface treatment for approximately five miles of arterial/collector street (175,000 SY).

Fiscal Implications:

Funding for this project will be allocated from gas tax reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction	Construction	Construction	Construction	Construction
	Engineering / Inspection	7,500		7,500		7,500
	Construction	150,000		150,000		150,000
	Contingency	15,000		15,000		15,000
	Department Overhead	2,500		2,500		2,500
Total Expenditure		\$175,000	\$0	\$175,000	\$0	\$175,000
Revenue	Funding					
	041 Gas Tax (2106)	175,000		175,000		175,000
	Total Funding	\$175,000	\$0	\$175,000	\$0	\$175,000

Pavement Resurfacing Treatment

Project Background:

Pavement Resurfacing Treatment is a surface protection and pavement preservation treatment for city streets. The location of streets and the types of treatment processes will be determined by Public Works Department staff and is dependent on pavement conditions. Treatments may include slurry seal, cape seal or fiber seal coatings or other pavement preservation treatments needed to extend the useful life of roadways.

Existing Conditions:

Asphalt concrete pavement surfaces deteriorate over time due to loss of oil content from naturally occurring processes and vehicular traffic loads.

Project Justification:

Pavement Resurfacing treatments will extend the useful life of asphalt concrete pavement surfaces thereby reducing street maintenance costs. This project will provide surface treatment for approximately seven miles of roadways (207,300 SY).

Fiscal Implications:

Funding for this project will be allocated from gas tax reserves.

Project Budget Summary:

		5-Year Funding Allocation				
Expenditure	Program or Project	2019	2020	2021	2022	2023
		Construction	Construction	Construction	Construction	Construction
	Engineering / Inspection	12,000	12,000	12,000	12,000	12,000
	Construction	850,000	850,000	850,000	850,000	850,000
	Contingency	85,000	85,000	85,000	85,000	85,000
	Department Overhead	3,000	3,000	3,000	3,000	3,000
Total Expenditure		\$950,000	\$950,000	\$950,000	\$950,000	\$950,000
Revenue	Funding					
	040 Gas Tax (2105)	350,000	350,000	350,000	350,000	350,000
	050 Gas Tax (TDA Transportation)	600,000	600,000	600,000	600,000	600,000
Total Funding		\$950,000	\$950,000	\$950,000	\$950,000	\$950,000

Tenth Avenue Resurfacing, Grangeville Boulevard to Third Street

Project Background:

This project will involve the resurfacing of Tenth Avenue, from Grangeville Boulevard to Third Street with a double coat fiber seal treatment. The pavement preservation treatment consists of an asphalt emulsion with fibers added to provide structural integrity. The roadway will be restriped upon completion of the resurfacing project.

Existing Conditions:

Asphalt concrete pavement surfaces deteriorate over time due to loss of oil content from naturally occurring processes and vehicular traffic loads.

Project Justification:

Resurfacing of Tenth Avenue, between Grangeville Boulevard and Third Street, will extend the useful life of the asphalt concrete pavement surfaces thereby prolonging the need for more expensive roadway repairs.

Fiscal Implications:

Funding for this project will be allocated from Road Maintenance and Rehabilitation account (RMRA) gas tax funds.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction				
	Engineering / Inspection	8,500				
	Construction	240,000				
	Contingency	24,000				
	Department Overhead	2,500				
	Total Expenditure	\$275,000	\$0	\$0	\$0	\$0
Revenue	Funding					
	045 Gas Tax (RMRA)	275,000				
	Total Funding	\$275,000	\$0	\$0	\$0	\$0

Grangeville Boulevard Resurfacing, 11th Avenue to 12th Avenue

Project Background:

This project will involve the resurfacing of Grangeville Boulevard, from 11th Avenue to 12th Avenue, with a double coat fiber seal treatment. The pavement preservation treatment consists of an asphalt emulsion with fibers added to provide structural integrity. The roadway will be restriped upon completion of the resurfacing project.

Existing Conditions:

Asphalt concrete pavement surfaces deteriorate over time due to loss of oil content from naturally occurring processes and vehicular traffic loads.

Project Justification:

Resurfacing of Grangeville Boulevard, between 11th Avenue and 12th Avenue, will extend the useful life of the asphalt concrete pavement surface thereby prolonging the need for more expensive roadway repairs.

Fiscal Implications:

Funding for this project will be allocated from Road Maintenance and Rehabilitation Account (RMRA) Gas Tax funds.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction				
	Engineering / Inspection	7,500				
	Construction	200,000				
	Contingency	20,000				
	Department Overhead	2,500				
Total Expenditure		\$230,000	\$0	\$0	\$0	\$0
Revenue	Funding					
	045 Gas Tax (RMRA)	230,000				
	Total Funding	\$230,000	\$0	\$0	\$0	\$0

Traffic Signal Battery Backup Retrofit

Project Background:

The City operates and maintains 50 traffic signals. Currently the City has 41 of those signals that are equipped with a battery backup system in the event of a short power outage. The current systems we have and use are out of date and becoming ineffective.

Existing Conditions:

Currently the city has 41 of its traffic signals on a battery backup system. There are three different backup systems currently in place. The Clary system has operational life expectancy of 8 to 10 years, and the Sentinel system only provides a four way flash for short period of time. Having three different backup systems is becoming difficult and costly to maintain. In addition, when a battery backup fails we have to wait for parts which could take one or two months to obtain.

Project Justification:

By updating all the city traffic control battery backup systems, the City can essentially ensure zero lag time in the event of a major power outage as the new system will be a simple system aligned for fast exchange between locations. The current systems require the use of car type batteries that are hazardous and costly to dispose of. The new system, which is made of recycled products comes with a five year warranty and can be exchanged for a discount once replacement is necessary.

Fiscal Implications:

Funding for this project will be allocated from gas tax reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction				
	Engineering / Inspection	2,500				
	Construction	160,000				
	Contingency	16,000				
	Department Overhead	1,500				
Total Expenditure		\$180,000	\$0	\$0	\$0	\$0
Revenue	Funding					
	040 Gas Tax (2105)	180,000				
	Total Funding	\$180,000	\$0	\$0	\$0	\$0

Attachment: Final FY19 CIP Budget (CIP)

Traffic Signal at Grangeville Boulevard & 13th Avenue

Project Background:

This project will involve the installation of a traffic signal at the intersection of Grangeville Boulevard and 13th Avenue. Additional improvements will include pavement transitioning to facilitate the installation of additional travel lanes and widening of 13th Avenue south of Grangeville Boulevard to match improvements at the north end of the Learning Center Complex.

Existing Conditions:

The current traffic control at this intersection is a four way stop. This intersection meets current traffic signal warrants and is included in the City's Traffic Signal Priority List.

Project Justification:

This project will increase traffic flow efficiency and reduce intersection congestion by allowing more free flow traffic movements through the intersection. The project will also provide air quality benefits by reducing vehicle idling times.

Fiscal Implications:

Funding for this project will be allocated from Transportation Impact fees, Congestion Mitigation/ Air Quality (CMAQ) funds, RMRA gas tax, Water and Storm Drainage capital reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction				
	Engineering / Inspection	50,000				
	Right of Way	0				
	Construction	2,300,000				
	Contingency	230,000				
	Department Overhead	10,000				
Total Expenditure		\$2,590,000	\$0	\$0	\$0	\$0
Revenue	Funding					
	181 Transportation Impact Fees	893,000				
	055 Congestion Mitig./Air Quality (CMAQ)	777,000				
	045 Gas Tax (RMRA)	420,000				
	391 Water Capital	250,000				
	358 Storm Drainage Capital	250,000				
Total Funding		\$2,590,000	\$0	\$0	\$0	\$0

Emma Lee Lane Reconstruction, Grangeville Boulevard to Conquistador Street

Project Background:

This project will involve the reconstruction of Emma Lee Lane, from Grangeville Boulevard to Conquistador Street. Improvements to include installation of curb, gutter, sidewalk, ADA ramps, storm drainage collection system and reconstruction of street.

Existing Conditions:

Emma Lee Lane is a residential street that lacks a proper drainage system and is in need of total reconstruction.

Project Justification:

This project will extend the useful life of the street by approximately 25-30 years.

Fiscal Implications:

Funding for this project will be allocated from gas tax reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Design	Construction			
	Engineering / Inspection	15,000	8,000			
	Construction		350,000			
	Contingency		35,000			
	Department Overhead	3,000	2,000			
Total Expenditure		\$18,000	\$395,000	\$0	\$0	\$0
Revenue	Funding					
	040 Gas Tax (2105)	18,000	395,000			
Total Funding		\$18,000	\$395,000	\$0	\$0	\$0

Traffic Signal at 12th Avenue and Hume Avenue

Project Background:

This project will consist of the installation of a traffic signal system at the intersection of 12th Avenue and Hume Avenue. Development in this area of our community is increasing, placing additional demands on our transportation system.

Existing Conditions:

The current traffic control at this intersection is a two way stop. With increasing development in the area, traffic signal warrants are anticipated to be met. If met, the intersection will be included in the city's traffic signal priority list.

Project Justification:

This project will increase traffic flow efficiency and reduce intersection congestion by allowing more free flow traffic movements through the intersection. The project will also provide air quality benefits by reducing vehicle idling times.

Fiscal Implications:

Funding for this project will be allocated from Congestion Mitigation/Air Quality (CMAQ) funding and Transportation Impact fees.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project		Construction	Construction		
	Engineering / Inspection		50,000			
	Construction		360,000			
	Contingency		36,000			
	Department Overhead		7,000			
Total Expenditure		\$0	\$453,000	\$0	\$0	\$0
Revenue	Funding					
	181 Transportation Impact Fees		52,000			
	055 Congestion Mit. / Air Qual. (CMAQ)		401,000			
Total Funding		\$0	\$453,000	\$0	\$0	\$0

East Lacey Boulevard Widening / Reconstruction, 10th Avenue to Sierra Drive

Project Background:

This project will involve the widening and reconstruction of East Lacey Boulevard, between 10th Avenue and Sierra Drive, to facilitate two lanes in each direction of travel plus turn lanes. Improvements will include the reconstruction of existing pavement section, installation of a new drainage collection/disposal system, installation of curbs, gutters, sidewalks, drive approaches and ADA ramps, installation of a traffic signal system at East Lacey Boulevard / Ninth Avenue and installation of additional street lighting.

Existing Conditions:

East Lacey Boulevard, between 10th Avenue and Sierra Drive is currently a two lane arterial roadway. Current average daily traffic volume is approximately 7,000 vehicles per day. The existing roadway surface is deteriorating due to traffic loads and weather impacts and is in need of resurfacing. Traffic volumes are anticipated to increase substantially with the development of a regional shopping center including Costco.

Project Justification:

This project will improve traffic flow capacity and safety by providing additional travel lanes and a protected left turn lane and the installation of a traffic signal system at the intersection of East Lacey Boulevard / Ninth Avenue. Drainage and pedestrian safety will also be improved with the addition of curb, gutter, sidewalks and street lighting. Design and right-of-way acquisition will be performed in FY19 and FY20 with CONstruction in FY21 and FY22.

Fiscal Implications:

Funding for this project will be allocated from various fund sources.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Design	Construction	Construction	Construction	
	Engineering / Inspection	100,000	250,000	100,000	100,000	
	Right of Way Acquisition		420,000	0	0	
	Construction			3,950,000	3,950,000	
	Contingency			395,000	395,000	
	Department Overhead			25,000	25,000	
Total Expenditure		\$100,000	\$670,000	\$4,470,000	\$4,470,000	\$0
Revenue	Funding					
	045 Gas Tax (RMRA)			1,000,000	1,000,000	
	181 Transportation Impact Fees	50,000	100,000	1,500,000	1,500,000	
	358 Storm Drainage Capital	50,000	420,000	750,000	750,000	
	391 Water Capital			250,000	250,000	
	363 Wastewater Capital			168,500	168,500	
	050 Gas Tax (TDA Transportation)		150,000	225,000	225,000	
	055 Congestion Mitig./Air Quality (CMAQ)			576,500	576,500	
Total Funding		\$100,000	\$670,000	\$4,470,000	\$4,470,000	\$0

Campus Drive Resurfacing, Lacey Boulevard to Greenfield Avenue

Project Background:

This project will involve the resurfacing of street pavement within Campus Drive, from Lacey Boulevard to Greenfield Avenue. Improvements to include recycling of existing pavement, adjusting manhole and gate valve covers, installation of accessibility ramps, asphalt concrete paving and restriping of the roadway.

Existing Conditions:

Campus Drive is a two lane collector street that provides access to a high school, the County Government Center and the Youth Athletic Complex. Current average daily traffic volume is approximately 5,000 vehicles per day. The existing roadway surface is deteriorating due to traffic loads and weather impacts and is in need of resurfacing.

Project Justification:

This project will extend the useful life of the street by approximately 12-15 years.

Fiscal Implications:

Funding for this project will be allocated from gas tax reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project			Construction		
	Engineering / Inspection			25,000		
	Construction			450,000		
	Contingency			45,000		
	Department Overhead			5,000		
Total Expenditure		\$0	\$0	\$525,000	\$0	\$0
Revenue	Funding					
	044 Gas Tax (2103)			525,000		
Total Funding		\$0	\$0	\$525,000	\$0	\$0

STORM DRAINAGE PROJECTS - SIX YEAR CAPITAL PLAN

PROJECT TITLE		<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Curb and Gutter Installation		20,000	20,000	20,000	20,000	20,000
Increase Flow Capacity of Main Branch of Peoples Ditch		25,000	25,000	25,000	25,000	25,000
Storm Drainage System Oversizing Requirements		50,000	50,000	50,000	50,000	50,000
Storm Drainage Pump Station No. 49 Upgrade		120,000	0	0	0	0
Storm Drainage Pump Station No. 35 Upgrade		120,000	0	0	0	0
Emma Lee Lane Crossing / Lift Station #37		260,000	0	0	0	0
Basin Tree Removal Program		125,000	125,000	125,000	0	0
Stonecrest Basin Pump Equipment Installation		0	175,000	0	0	0
Sand Slough Houston Avenue Pipeline Project		0	0	150,000	0	0
Lamplight Estates Main Replacement		0	0	0	400,000	0
Mussel Slough / YMCA Pump Installation		0	0	0	100,000	0
Magnolia Street / Amber Way Main Replacement		0	0	0	0	325,000
Brown Street Main Addition - HWY 198 to Brown Street Basin		0	0	0	0	250,000
TOTAL		\$720,000	\$395,000	\$370,000	\$595,000	\$670,000
FUNDING SOURCES						
358	Storm Drainage Capital	670,000	345,000	270,000	495,000	620,000
184	Storm Drainage Impact Fees	50,000	50,000	100,000	100,000	50,000
TOTAL		\$720,000	\$395,000	\$370,000	\$595,000	\$670,000

Curb and Gutter Installation

Project Background:

This project involves the installation of new or replacement concrete curb & gutter to facilitate proper street drainage. Projects may include replacement of existing dilapidated curbs & gutter or installation of new curb & gutter in existing developed areas currently void of these improvements.

Existing Conditions:

A portion of the City's streets were not constructed with curb and gutter improvements. These improvements are necessary to ensure proper drainage and to alleviate localized flooding.

Project Justification:

Storm Drainage collection in the City is necessary to reduce localized flooding and damage to existing properties.

Fiscal Implications:

Funding for this project will be allocated for storm drainage reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction	Construction	Construction	Construction	Construction
	Engineering/Inspection	3,000	3,000	3,000	3,000	3,000
	Construction	15,000	15,000	15,000	15,000	15,000
	Contingency	1,500	1,500	1,500	1,500	1,500
	Department Overhead	500	500	500	500	500
Total Expenditure		\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
Revenue	Funding					
	358 Storm Drainage Capital	20,000	20,000	20,000	20,000	20,000
Total Funding		\$20,000	\$20,000	\$20,000	\$20,000	\$20,000

Increase Flow Capacity of Main Branch of Peoples Ditch

Project Background:

The City, by agreement, has drainage rights with Peoples Ditch Company which allows discharge in Peoples Ditch under certain parameters. This project provides funds for shared maintenance costs and improvements to increase the capacity in both the east and west branches of Peoples Ditch within city limits.

Existing Conditions:

Portions of the ditch can be improved to allow for additional on and off peak pumping into the ditch which assists in lowering the standing water in the City's basins. Pumping to the ditch provides additional capacity in these basins to reduce the potential for flooding.

Project Justification:

Projects would be performed in cooperation with Peoples Ditch Company and would include culvert repair/enlargements, ditch realignment and piping, turn-out basins, control structure modifications, and additional ditch maintenance.

Fiscal Implications:

Funding for this project will be allocated from storm drainage reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction	Construction	Construction	Construction	Construction
	Construction	25,000	25,000	25,000	25,000	25,000
	Total Expenditure	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Revenue	Funding					
	358 Storm Drainage Capital	25,000	25,000	25,000	25,000	25,000
	Total Funding	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000

Storm Drainage System Oversizing Requirements

Project Background:

The City reimburses developers that are required to upsize their storm drainage improvements to provide additional capacity in compliance with the Storm Drainage Master Plan.

Existing Conditions:

Project Justification:

As provided by City Ordinance, these funds will be used to reimburse developers for the costs attributed to oversizing drainage systems to provide service for future growth.

Fiscal Implications:

Funding for this project will be allocated from storm drainage impact fee reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction	Construction	Construction	Construction	Construction
	Construction	50,000	50,000	50,000	50,000	50,000
Total Expenditure		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Revenue	Funding					
	184 Storm Drainage Impact Fees	50,000	50,000	50,000	50,000	50,000
Total Funding		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000

Storm Drainage Pump Station No. 49 Upgrade

Project Background:

Storm Drainage Pump Station No. 49 is located at Sixth Street and 10th Avenue has a large service area encompassing much of the east side of downtown.

Existing Conditions:

This station was constructed in 1989 and has not been upgraded. The condition of the station as well as availability of parts for the aged equipment contributes to the need to replace the existing control panel and pumps and guide rail system.

Project Justification:

This project is necessary to increase system reliability and provide a means for adequately maintaining the pump station by City staff.

Fiscal Implications:

Funding for this project will be allocated from storm drainage reserves.

Project Budget Summary:

		6-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction				
	Engineering / Inspection	7,500				
	Construction	100,000				
	Contingency	10,000				
	Department Overhead	2,500				
	Total Expenditure	\$120,000	\$0	\$0	\$0	\$0
Revenue	Funding					
	358 Storm Drainage Capital	120,000				
	Total Funding	\$120,000	\$0	\$0	\$0	\$0

Storm Drainage Pump Station No. 35 Upgrade

Project Background:

Storm Drainage Pump Station No. 35 is located on W. Lacey Boulevard at the People's Ditch has a large service area.

Existing Conditions:

This station was constructed in 1967 and has not been upgraded. The condition of the station as well as availability of parts for the aged equipment contributes to the need to replace the existing control panel and one of the existing pumps and guide rail system.

Project Justification:

This project is necessary to increase system reliability and provide a means for adequately maintaining the pump station by City staff.

Fiscal Implications:

Funding for this project will be allocated from storm drainage reserves.

Project Budget Summary:

		6-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction				
	Engineering / Inspection	7,500				
	Construction	100,000				
	Contingency	10,000				
	Department Overhead	2,500				
Total Expenditure		\$120,000	\$0	\$0	\$0	\$0
Revenue	Funding					
	358 Storm Drainage Capital	120,000				
Total Funding		\$120,000	\$0	\$0	\$0	\$0

Emma Lee Lane Crossing / Lift Station #37

Project Background:

Pursuant to an agreement between the City of Hanford and the People's Ditch Company, the City of Hanford is responsible for any and all road crossings over the ditch within the city limits.

Existing Conditions:

During a recent inspection, the People's Ditch Company notified the City that the galvanized culverts that transfer water under Emma Lee Lane were failing and in need of repair or replacement. Storm Lift Station #37 also discharges under this crossing and must be relocated to affect the repairs.

Project Justification:

To prevent a failure of the pipes and the possible subsequent road collapse, the culvert pipes must be repaired or replaced and the lift station outlet relocated.

Fiscal Implications:

Funding for this project will be allocated from storm drainage reserves.

Project Budget Summary:

		6-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction				
	Engineering / Inspection	7,500				
	Construction	225,000				
	Contingency	25,000				
	Department Overhead	2,500				
Total Expenditure		\$260,000	\$0	\$0	\$0	\$0
Revenue	Funding					
	358 Storm Drainage Capital	260,000				
Total Funding		\$260,000	\$0	\$0	\$0	\$0

Basin Tree Removal Program

Project Background:

The City of Hanford maintains approximately 210 acres of ponding basins. Many of these basins have trees which prohibit the maintenance of the basin slopes and bottoms. The National Pollution Discharge Elimination System "NPDES" requires certain maintenance and compliance testing.

Existing Conditions:

Trees growing within the ponding basins have made it difficult to perform the necessary maintenance and due to the size of the division, utilizing staff to remove trees and perform the necessary maintenance is not allowing us to gain ground on tree removal.

Project Justification:

This program, implemented over the next couple of years, will remove trees to allow proper maintenance and prevent future growth.

Fiscal Implications:

Funding for this project will be allocated from storm drainage reserves.

Project Budget Summary:

		6-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction	Construction	Construction		
	Engineering / Inspection	4,500	4,500	4,500		
	Construction	120,000	120,000	120,000		
	Contingency	0	0	0		
	Department Overhead	500	500	500		
Total Expenditure		\$125,000	\$125,000	\$125,000	\$0	\$0
Revenue	Funding					
	358 Storm Drainage Capital	125,000	125,000	125,000		
Total Funding		\$125,000	\$125,000	\$125,000	\$0	\$0

Stonecrest Basin Pump Equipment Installation

Project Background:

This project consists of equipping the Stonecrest Basin with an electrical service, control panel, pump, and related piping equipment for dewatering the basin to accommodate additional development and routine maintenance.

Existing Conditions:

This basin was constructed in 1997 with the Stonecrest Subdivision. The basin has a capacity of 36.6 ac.ft. which accommodates the subdivision as well as the discharge from Tank 6 located across the railroad tracks. A storm drain wet well and related piping exist for the pumping of this basin to the People's Ditch.

Project Justification:

This project will provide for dewatering of the basin to provide routine maintenance, assist in mosquito abatement activities, and increase storage capacity.

Fiscal Implications:

Funding for this project will be allocated from storm drainage reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project		Construction			
	Engineering / Inspection		50,000			
	Construction		110,000			
	Contingency		11,000			
	Department Overhead		4,000			
Total Expenditure		\$0	\$175,000	\$0	\$0	\$0
Revenue	Funding					
	358 Storm Drainage Capital		175,000			
Total Funding		\$0	\$175,000	\$0	\$0	\$0

Sand Slough Houston Avenue Pipeline Project

Project Background:

This project will pipe the north end of the existing Sand Slough across Houston Avenue into the southern portion of Sand Slough in order to provide additional capacity of the slough.

Existing Conditions:

The slough has been utilized as a drainage basin and storm water storage for many years. Due to development over the years, the existing size of the slough north of Houston Avenue is inadequate and needs to be expanded.

Project Justification:

This project is identified in the Storm Drain Master plan as a proposed improvement to provide additional capacity to the system and to connect sand slough which will increase storage both north and south of Houston Avenue.

Fiscal Implications:

Funding for this project will be allocated from storm drainage capital and storm drain impact fee reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project			Construction		
	Engineering / Inspection			19,000		
	Construction			115,000		
	Contingency			11,500		
	Department Overhead			4,500		
Total Expenditure		\$0	\$0	\$150,000	\$0	\$0
Revenue	Funding					
	358 Storm Drainage Capital			100,000		
	184 Storm Drainage Impact Fees			50,000		
Total Funding		\$0	\$0	\$150,000	\$0	\$0

Lamplight Estates Main Replacement

Project Background:

This project will provide for the replacement of an undersized main within Lamplight Estates subdivision, located South of Leland Drive, and west of 9-1/4 Avenue.

Existing Conditions:

The collector mains in this area are undersized to serve proposed future development on the east side of town. The proposed modifications will increase the ability to pump down the Freedom Park Drainage Basin which will in turn enhance the recreational value of the park drainage facility.

Project Justification:

This project is identified in the Storm Drain Master plan as a proposed improvement to provide additional capacity to the system.

Fiscal Implications:

Funding for this project will be allocated from storm drainage reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project				Construction	
	Engineering / Inspection				20,000	
	Construction				340,000	
	Contingency				34,000	
	Department Overhead				6,000	
Total Expenditure		\$0	\$0	\$0	\$400,000	\$0
Revenue	Funding					
	358 Storm Drainage Capital				400,000	
Total Funding		\$0	\$0	\$0	\$400,000	\$0

Mussel Slough / YMCA Pump Installation

Project Background:

This project consists of equipping the YMCA Basin with an electrical service, control panel, pump, and connection to existing piping for dewatering the basin to accommodate additional development and routine maintenance.

Existing Conditions:

This basin serves as a terminus basin for other basins in the Storm Drain system. The storm drain wet well and piping exist for the pumping of this basin to People's Ditch.

Project Justification:

This project will provide for dewatering of the basin to provide routine maintenance, assist in mosquito abatement activities, and increase storage capacity.

Fiscal Implications:

Funding for the project will be allocated from storm drainage capital and storm drainage impact fee reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project				Construction	
	Engineering / Inspection				10,000	
	Construction				77,000	
	Contingency				7,700	
	Department Overhead				5,300	
Total Expenditure		\$0	\$0	\$0	\$100,000	\$0
Revenue	Funding					
	358 Storm Drainage Capital				50,000	
	184 Storm Drainage Impact Fees				50,000	
Total Funding		\$0	\$0	\$0	\$100,000	\$0

Magnolia Street / Amber Way Main Replacement

Project Background:

This project consists of replacing undersized storm drainage mains located in Magnolia Street and Amber Way in order to provide adequate drainage capacity to the area.

Existing Conditions:

Existing storm drain mains are undersized and cause localized flooding. During prolonged storm events the system will backup excessively into the street and cause safety concerns.

Project Justification:

This project will increase the capacity of the system in accordance with the Storm Drainage Master Plan.

Fiscal Implications:

Funding for this project will be allocated from storm drainage reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project					Construction
	Engineering / Inspection					29,000
	Construction					260,000
	Contingency					26,000
	Department Overhead					10,000
Total Expenditure		\$0	\$0	\$0	\$0	\$325,000
Revenue	Funding					
	358 Storm Drainage Capital					325,000
Total Funding		\$0	\$0	\$0	\$0	\$325,000

Brown Street Main Addition - HWY 198 to Brown Street Basin

Project Background:

This project consists of installing a new main in Brown Street to provide additional drainage capacity for the downtown area.

Existing Conditions:

The storm drainage system in the downtown area is under capacity and needs to be improved. During prolonged storm events this system will backup excessively into the street and cause safety concerns.

Project Justification:

This project will improve drainage service to portions of downtown in accordance with the Storm Drainage Master Plan.

Fiscal Implications:

Funding for this project will be allocated from storm drainage reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project					Construction
	Engineering / Inspection					20,000
	Construction					205,000
	Contingency					20,500
	Department Overhead					4,500
Total Expenditure		\$0	\$0	\$0	\$0	\$250,000
Revenue	Funding					
	358 Storm Drainage Capital					250,000
Total Funding		\$0	\$0	\$0	\$0	\$250,000

WASTEWATER PROJECTS - FIVE YEAR CAPITAL PLAN

PROJECT TITLE		<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Sanitary Sewer Main Oversizing Requirements		50,000	50,000	50,000	50,000	50,000
Unscheduled Main Extensions / Replacements		50,000	50,000	50,000	50,000	50,000
Sanitary Sewer Video Inspection		20,000	20,000	20,000	20,000	20,000
12th Avenue Sewer Trunk Main Oversizing		100,000	100,000	100,000	100,000	100,000
Sanitary Sewer Lift Stations Pump Monitoring Project		26,000	0	0	0	0
Hanford-Armona Rd. Main Ext., Foggy Bottom Dr. to Airport		125,000	0	0	0	0
Solids Handling Assessment		0	50,000	0	0	0
Manhole Repair and Coating Project		0	95,000	0	95,000	0
Wastewater Treatment Plant Expansion Reserve		0	400,000	400,000	400,000	400,000
Soil Cement Sludge Bed Renovation Project		0	0	0	150,000	150,000
TOTAL		\$371,000	\$765,000	\$620,000	\$865,000	\$770,000
FUNDING SOURCES						
363	Wastewater Capital	221,000	615,000	470,000	715,000	620,000
186	Wastewater Impact Fees	50,000	50,000	50,000	50,000	50,000
161	12th Avenue Sewer Benefit Assessment District	100,000	100,000	100,000	100,000	100,000
TOTAL		\$371,000	\$765,000	\$620,000	\$865,000	\$770,000

Sanitary Sewer Main Oversizing Requirements

Project Background:

The City reimburses developers that are required to upsize their main installation to provide additional capacity in compliance with the City's Sanitary Sewer Master Plan.

Existing Conditions:

Project Justification:

As provided by City Ordinance, these funds will reimburse developers for the costs attributed to oversizing sewer mains to provide service for future growth demands.

Fiscal Implications:

Reimbursement funds for oversizing improvements will be allocated from Wastewater Impact Fee reserves.

Project Budget Summary:

		5-Year Funding Allocation				
	Program or Project	2019	2020	2021	2022	2023
		Construction	Construction	Construction	Construction	Construction
Expenditure	Construction	50,000	50,000	50,000	50,000	50,000
Total Expenditure		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Revenue	Funding					
	186 Wastewater Impact Fees	50,000	50,000	50,000	50,000	50,000
	Total Funding	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000

Unscheduled Main Extensions / Replacements

Project Background:

These funds are for unanticipated projects which occur when a developer is connecting to our sanitary sewer system and requires the main to be extended beyond the project boundaries. These funds could also be utilized for replacement of undersized or deteriorated sewer mains.

Existing Conditions:

Project Justification:

These funds will be used to reimburse developers for costs attributed to extending sewer mains beyond their project frontage in order to provide service to their project. This account could also be utilized for unscheduled emergency repairs on deteriorated or undersized mains within the sewer system.

Fiscal Implications:

Funding for Unscheduled Main Extensions/Replacements will be allocated from Wastewater Capital reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction	Construction	Construction	Construction	Construction
	Construction	50,000	50,000	50,000	50,000	50,000
	Total Expenditure	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Revenue	Funding					
	363 Wastewater Capital	50,000	50,000	50,000	50,000	50,000
	Total Funding	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000

Sanitary Sewer Video Inspection

Project Background:

This project involves video camera inspection of the City's sanitary sewer mains and recording the resulting data. All mains are to be videotaped and catalogued as to their current condition.

Existing Conditions:

The existing condition of each main is to be analyzed and catalogued to determine if and when repair, rehabilitation, or replacement is necessary.

Project Justification:

In order to determine the existing condition of a sewer main, a video inspection needs to be completed to determine if there are intrusions, breaks, slope restrictions, and/or deterioration of pipe.

Fiscal Implications:

Funding for Video Inspection Services will be allocated from Wastewater Capital reserves.

Project Budget Summary:

		5-Year Funding Allocation				
	Program or Project	2019	2020	2021	2022	2023
		Construction	Construction	Construction	Construction	Construction
Expenditure	Consultant Services	17,000	17,000	17,000	17,000	17,000
	Contingency	1,500	1,500	1,500	1,500	1,500
	Department Overhead	1,500	1,500	1,500	1,500	1,500
Total Expenditure		\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
Revenue	Funding					
	363 Wastewater Capital	20,000	20,000	20,000	20,000	20,000
	Total Funding	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000

12th Avenue Sewer Trunk Main Oversizing

Project Background:

The City reimburses developers that are required to upsize the trunk sewer main within 12th Avenue to provide additional capacity for future growth.

Existing Conditions:

Project Justification:

As provided by City Ordinance, these funds will reimburse developers for the costs attributed to oversizing sewer mains to provide service for future growth demands.

Fiscal Implications:

Funding for 12th Avenue Sewer Trunk Main Oversizing will be allocated from 12th Avenue Sewer Benefit Assessment District reserves.

Project Budget Summary:

		5-Year Funding Allocation				
	Program or Project	2019	2020	2021	2022	2023
		Construction	Construction	Construction	Construction	Construction
Expenditure	Construction	100,000	100,000	100,000	100,000	100,000
Total Expenditure		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Revenue	Funding					
	161 12th Ave. Sewer Benefit District	100,000	100,000	100,000	100,000	100,000
	Total Funding	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000

Sanitary Sewer Lift Stations Pump Monitoring Project

Project Background:

This project will provide relays associated to the PLC to monitor pump seal and temperature alarms, low-level float alarm relays to PLC, two additional contacts to the hand off auto switch. This will provide pump in auto signal to the PLC, program modifications to SCADA.

Existing Conditions:

Electrical and Instrumentation systems are in good condition. The modifications are to notify staff prior to a major maintenance issue therefore reducing maintenance costs.

Project Justification:

Installation of additional relays and alarms will assist on-call staff, reduce maintenance time and costs, and increase system reliability.

Fiscal Implications:

Funding for the upgrade of the sanitary sewer lift stations will be allocated from Wastewater Capital reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction	Construction	Construction	Construction	Construction
	Engineering / Inspection	2,500				
	Construction	21,000				
	Contingency	2,100				
	Department Overhead	400				
	Total Expenditure	\$26,000	\$0	\$0	\$0	\$0
Revenue	Funding					
	363 Wastewater Capital	26,000				
	Total Funding	\$26,000	\$0	\$0	\$0	\$0

Hanford-Armona Rd. Main Ext., Foggy Bottom Dr. to Airport

Project Background:

The Hanford Municipal Airport office currently receives sewer service from an aging septic system. Restroom facilities at the airport office/park are used extensively.

Existing Conditions:

The City's sanitary sewer system currently terminates within Hanford-Armona Road at Foggy Bottom Drive.

Project Justification:

This project will extend the existing 12" diameter sewer main to Hanford-Armona Road from Foggy Bottom Drive to the Airport office/Park and connect to the existing office sewer lateral. The existing service septic system will also be abandoned. Extension of the sewer main east of Foggy Bottom Drive will also facilitate further development opportunities.

Fiscal Implications:

Funding for the Hanford-Armona Road Main Extension will be allocated from Wastewater Capital reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction				
	Engineering / Inspection	12,000				
	Construction	100,000				
	Contingency	10,000				
	Department Overhead	3,000				
Total Expenditure		\$125,000	\$0	\$0	\$0	\$0
Revenue	Funding					
	363 Wastewater Capital	125,000				
	Total Funding	\$125,000	\$0	\$0	\$0	\$0

Solids Handling Assessment

Project Background:

This study will provide a plant capacity analysis to determine current and future solids loadings, and, if necessary, determine the need and type of treatment upgrade to handle current and future wastewater flows.

Existing Conditions:

Currently the WWTP is operating well within our State Water Resources Control Board permitted discharge limits, but we have seen a significant increase in our total suspended solids which could have an effect on our permit limits.

Project Justification:

We are experiencing higher Total Suspended Solids (TSS) than normal and need this study to identify where the issue is and what can be done to handle the additional flow characteristics.

Fiscal Implications:

Funding for the perform the Solids Handling Assessment will be allocated from Wastewater Capital reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction	Construction	Construction	Construction	Construction
	Engineering / Inspection		47,000			
	Department Overhead		3,000			
	Total Expenditure	\$0	\$50,000	\$0	\$0	\$0
Revenue	Funding					
	363 Wastewater Capital		50,000			
	Total Funding	\$0	\$50,000	\$0	\$0	\$0

Manhole Repair and Coating Project

Project Background:

This project provides for repair and coating of damaged sanitary sewer manholes and lift stations where corrosion is affecting concrete surfaces.

Existing Conditions:

Project Justification:

In order to limit damage to sewer facilities from corrosion, this project provides for repairing and coating the facilities.

Fiscal Implications:

Funding for the Manhole Repair and Coating Project will be allocated from Wastewater Capital reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project		Construction		Construction	
	Engineering / Inspection		5,000		5,000	
	Construction		80,000		80,000	
	Contingency		8,000		8,000	
	Department Overhead		2,000		2,000	
Total Expenditure		\$0	\$95,000	\$0	\$95,000	\$0
Revenue	Funding					
	363 Wastewater Capital		95,000		95,000	
	Total Funding	\$0	\$95,000	\$0	\$95,000	\$0

Wastewater Treatment Plant Expansion Reserve

Project Background:

These funds will be deposited into a separate account to fund the next expansion of the Wastewater Treatment Plan (WWTP).

Existing Conditions:

Project Justification:

Annual contributions to this account will reduce the amount of long term financing that will be needed to increase treatment capacity at the WWTP from 8.0 million gallons per day (MGD) to 10.5 MGD. The construction costs are estimated at a present value of \$8,000,000.00.

Fiscal Implications:

Funding for the WWTP expansion will be allocated from Wastewater Capital reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction	Construction	Construction	Construction	Construction
	Construction		400,000	400,000	400,000	400,000
	Total Expenditure	\$0	\$400,000	\$400,000	\$400,000	\$400,000
Revenue	Funding					
	363 Wastewater Capital		400,000	400,000	400,000	400,000
	Total Funding	\$0	\$400,000	\$400,000	\$400,000	\$400,000

Soil Cement Sludge Bed Renovation Project

Project Background:

The Wastewater treatment plant has six soil- cement lined sludge beds that were constructed in 2003. This project provides for repair of the sludge beds over a two year period.

Existing Conditions:

Over the years the existing soil-cement has deteriorated in to a powder form making it difficult to pile and remove dried sludge without removing the soil-cement that is in powder form . This effectively increases our biosolids removal cost.

Project Justification:

The sludge beds should have a concrete like surface with sufficient strength to support the operation of front-end loaders and other sludge handling equipment . This project provides for renovation of the sludge beds to a concrete surface

Fiscal Implications:

Funding for the Soil Cement Sludge Bed Renovation Project will be allocated from Wastewater Capital reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project				Construction	Construction
	Engineering				5,000	5,000
	Construction				130,000	130,000
	Contingency				13,000	13,000
	Department Overhead				2,000	2,000
Total Expenditure		\$0	\$0	\$0	\$150,000	\$150,000
Revenue	Funding					
	363 Wastewater Capital				150,000	150,000
	Total Funding	\$0	\$0	\$0	\$150,000	\$150,000

WATER - FIVE YEAR CAPITAL PLAN

PROJECT TITLE		<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Unscheduled Main Extensions / Replacements		50,000	50,000	50,000	50,000	50,000
Water Main Oversizing Requirements		50,000	50,000	50,000	50,000	50,000
Meter Replacement Program		300,000	300,000	300,000	300,000	300,000
AMR Replacement Program		230,000	230,000	230,000	230,000	230,000
Water System Security Upgrades		200,000	50,000	50,000	50,000	50,000
Tank No. 5 & 6 Chlorination Facilities		65,000	0	0	0	0
Well 50 Arsenic Treatment		1,000,000	0	0	0	0
Water Distribution Main Extension Program		1,200,000	0	1,200,000	0	1,200,000
Water Main Replacement Program		0	700,000	0	700,000	0
New Water Supply Well		0	460,000	1,540,000	0	460,000
Industrial Park Water Storage Facility		0	310,000	4,190,000	0	0
TOTAL		\$3,095,000	\$2,150,000	\$7,610,000	\$1,380,000	\$2,340,000
FUNDING SOURCES						
391	Water Capital	2,245,000	2,100,000	6,760,000	1,330,000	1,490,000
185	Water Impact Fees	850,000	50,000	850,000	50,000	850,000
TOTAL		\$3,095,000	\$2,150,000	\$7,610,000	\$1,380,000	\$2,340,000

Attachment: Final FY19 CIP Budget (CIP)

Unscheduled Main Extensions / Replacements

Project Background:

These funds are for unanticipated projects which occur when a developer is connecting to our water system and requires the main to be extended beyond the project boundaries. These funds could also be utilized for replacement of undersized or deteriorated water mains.

Existing Conditions:

Project Justification:

These funds will be used to reimburse developers for the costs attributed to extending water mains beyond their project frontage in order to provide service to their project. This account could also be utilized for unscheduled emergency repairs on deteriorated or undersized mains within the water system.

Fiscal Implications:

Funding for Unscheduled Main Extensions/Replacements will be allocated from water capital reserves.

Project Budget Summary:

		5-Year Funding Allocation				
	Program or Project	2019	2020	2021	2022	2023
		Construction	Construction	Construction	Construction	Construction
Expenditure	Construction	50,000	50,000	50,000	50,000	50,000
Total Expenditure		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Revenue	Funding					
	391 Water Capital	50,000	50,000	50,000	50,000	50,000
	Total Funding	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000

Water Main Oversizing Requirements

Project Background:

The City reimburses developers that are required to upsize their main installation to provide additional capacity in compliance with the Water Master Plan.

Existing Conditions:

Project Justification:

As provided by City Ordinance, these funds will reimburse developers for the costs attributed to oversized water mains to provide service for future growth demands.

Fiscal Implications:

Reimbursement funds for over sizing improvements will be allocated from water impact fee reserves.

Project Budget Summary:

		5-Year Funding Allocation				
	Program or Project	2019	2020	2021	2022	2023
		Construction	Construction	Construction	Construction	Construction
Expenditure	Construction	50,000	50,000	50,000	50,000	50,000
Total Expenditure		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Funding						
Revenue	391 Water Capital					
	185 Water Impact Fees	50,000	50,000	50,000	50,000	50,000
Total Funding		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000

Meter Replacement Program

Project Background:

This project will set aside funds into an account that will be utilized in the future to replace meters on a citywide basis that are no longer reading accurately and are unable to be repaired.

Existing Conditions:

The City replaced almost all of the 14500 meters within the City's system in 2010. This was due to the age of the meters and their reliability. Since the water system operates on the sale of water as a commodity, it is imperative that the meters read accurately. The normal replacement cycle for a meter is 15 years.

Project Justification:

Setting aside funds to replace meters on a Citywide basis follow City policy regarding preparing for future large expenses by establishing replacemnet funds and collecting those costs on an annual basis to plan for large future expenditures.

Fiscal Implications:

Funding for the Meter Replacement Program will be allocated from water capital reserves.

Project Budget Summary:

		5-Year Funding Allocation				
	Program or Project	2019	2020	2021	2022	2023
		Construction	Construction	Construction	Construction	Construction
Expenditure	Equipment	300,000	300,000	300,000	300,000	300,000
Total Expenditure		\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Revenue	Funding					
	391 Water Capital	300,000	300,000	300,000	300,000	300,000
	Total Funding	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000

AMR Replacement Program

Project Background:

This project will set aside funds into an account that will be utilized in the future to replace the automated meter reading devices on a citywide basis that are no longer reading accurately and are unable to be repaired.

Existing Conditions:

The City converted all of the 14500 meters within the City's system to an automated meter reading program in 2010. Since the water system operates on the sale of water as a commodity, it is imperative that the meter reading devices read accurately. The normal replacement cycle for a reading device is 10 years.

Project Justification:

Setting aside funds to replace meter reading devices on a Citywide basis follows City policy regarding preparing for future large expenses by establishing replacement funds and collecting those costs on an annual basis to plan for large future expenditures.

Fiscal Implications:

Funding for the Meter Replacement Program will be allocated from water capital reserves.

Project Budget Summary:

		5-Year Funding Allocation				
	Program or Project	2019	2020	2021	2022	2023
		Construction	Construction	Construction	Construction	Construction
Expenditure	Equipment	230,000	230,000	230,000	230,000	230,000
Total Expenditure		\$230,000	\$230,000	\$230,000	\$230,000	\$230,000
	Funding	2019	2020	2021	2022	2023
		Construction	Construction	Construction	Construction	Construction
Revenue	391 Water Capital	230,000	230,000	230,000	230,000	230,000
Total Funding		\$230,000	\$230,000	\$230,000	\$230,000	\$230,000

Water System Security Upgrades

Project Background:

This project will fund the installation of system security measures as identified in the City Water Vulnerability Assessment. The project proposes lighting, hatch intrusion shut down systems, and perimeter alarms.

Existing Conditions:

Project Justification:

In compliance with the U.S. Bureau of Homeland Security, the City developed a Vulnerability Study to determine what types of security measures should be taken to ensure delivery and quality of the water system. This project provides funds to protect our well sites and tank sites from potential contamination.

Fiscal Implications:

Funding for the Water System Security Upgrade Project will be allocated from water capital reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction	Construction	Construction	Construction	Construction
	Equipment	120,000	20,000	20,000	20,000	20,000
	Installation	80,000	30,000	30,000	30,000	30,000
Total Expenditure		\$200,000	\$50,000	\$50,000	\$50,000	\$50,000
Revenue	Funding					
	391 Water Capital	200,000	50,000	50,000	50,000	50,000
	Total Funding	\$200,000	\$50,000	\$50,000	\$50,000	\$50,000

Tank No. 5 & 6 Chlorination Facilities

Project Background:

Currently, water from the wells feeding the Tank 5 & 6 pumping stations is chlorinated at those respective wells. The water is pumped to the tank sites and then pumped into the distribution system.

Existing Conditions:

Chlorinated water pumped to the Tank 5 & Tank 6 sites loses potency prior to being boosted into the distribution system depending on how long the water is stored in the tanks.

Project Justification:

The addition of chlorination facilities at the Tank 5 and Tank 6 sites will ensure proper chlorination leaving those sites and eliminate the need for larger chlorination facilities at the feeder wells.

Fiscal Implications:

Funding for the Tank No. 5 & 6 Chlorination Facilities project will be allocated from water capital reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction				
	Engineering / Inspection	3,500				
	Construction	60,000				
	Contingency	0				
	Department Overhead	1,500				
Total Expenditure		\$65,000	\$0	\$0	\$0	\$0
Revenue	Funding					
	391 Water Capital	65,000				
	Total Funding	\$65,000	\$0	\$0	\$0	\$0

Well 50 Arsenic Treatment

Project Background:

Well No. 50 is located at 9th Avenue and Hanford/Armona Rd. This well was drilled in 2016 as a part of a mutual water system consolidation project paid for by the State of California.

Existing Conditions:

The operation of Well No. 50 is essential for water distribution and pressure for the south east side of the distribution system. Required testing of this well revealed the presense of Arsenic above the maximum contaminat level (MCL) of 10ppb. Recent attempts at modifying operational procedures to attain an Arsenic level lower than the MCL have been unsuccessful.

Project Justification:

Since the state requiriements has an Arsenic MCL of less than 10ppb, treatment of this well is required to achieve an Arsenic level below the MCL.

Fiscal Implications:

Funding for the Well 50 Arsenic Treatment Project will be allocated from water capital reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction				
	Equipment	750,000				
	Installation	250,000				
	Total Expenditure	\$1,000,000	\$0	\$0	\$0	\$0
Revenue	Funding					
	391 Water Capital	1,000,000				
	Total Funding	\$1,000,000	\$0	\$0	\$0	\$0

Water Distribution Main Extension Program

Project Background:

This project includes replacing undersized distribution mains or extending distribution mains in various locations throughout the City to enhance system performance.

Existing Conditions:

Project Justification:

Projects will include replacing undersized distribution mains and extending distribution mains within in-fill and growth areas to enhance system performance and to facilitate orderly growth of the City.

Fiscal Implications:

Funding for the Water Distribution Main Extension Program will be allocated from water capital and water impact fee reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction		Construction		Construction
	Engineering / Inspection	120,000		120,000		120,000
	Construction	960,000		960,000		960,000
	Contingency	96,000		96,000		96,000
	Department Overhead	24,000		24,000		24,000
Total Expenditure		\$1,200,000	\$0	\$1,200,000	\$0	\$1,200,000
Revenue	Funding					
	391 Water Capital	400,000		400,000		400,000
	185 Water Impact Fees	800,000		800,000		800,000
	Total Funding	\$1,200,000	\$0	\$1,200,000	\$0	\$1,200,000

Water Main Replacement Program

Project Background:

This project will replace existing small mains and older mains that do not meet City standards for fire protection or for delivery of water to consumers.

Existing Conditions:

Project Justification:

Projects will include replacement of steel and cast iron mains, undersized mains causing low pressure areas, and in-fill in areas where minor adjustments to the distribution system will enhance system performance.

Fiscal Implications:

Funding for the Water Main Replacement Program will be allocated from water capital reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project		Construction		Construction	
	Engineering / Inspection		38,000		38,000	
	Construction		600,000		600,000	
	Contingency		60,000		60,000	
	Department Overhead		2,000		2,000	
Total Expenditure		\$0	\$700,000	\$0	\$700,000	\$0
Revenue	Funding					
	391 Water Capital		700,000		700,000	
	Total Funding	\$0	\$700,000	\$0	\$700,000	\$0

New Water Supply Well

Project Background:

This project funds the installation of a new deep water well and associated pumping equipment to provide additional City water supply and service reliability.

Existing Conditions:

The City water system currently has 13 active water supply wells and one standby emergency well. The wells have a total production capacity of approximately 26 million gallons per day.

Project Justification:

As development occurs the need to provide additional water capacity and service reliability is necessary. This project would provide funding to install a new deep well as needed.

Fiscal Implications:

Funding for the new water supply well will be allocated from water capital reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project		Design	Construction		Design
	Engineering		35,000			35,000
	Consultant		50,000			50,000
	Equipment		350,000			350,000
	Construction			1,400,000		
	Contingency			140,000		
	Department Overhead		25,000			25,000
	Total Expenditure	\$0	\$460,000	\$1,540,000	\$0	\$460,000
Revenue	Funding					
	391 Water Capital		460,000	1,540,000	0	460,000
	Total Funding	\$0	\$460,000	\$1,540,000	\$0	\$460,000

Industrial Park Water Storage Facility

Project Background:

the City's existing Industrial Park Infrastructure Master Plan identifies the need to provide additional water storage capacity to support expansion of the Industrial Park. New developments are currently required to provide their own fire flow storage facilities on site to meet the City's fire flow standards.

Existing Conditions:

The City's Industrial Park currently has one 500,000 gallon water storage tank and pumping facility. The City's Industrial park Infrastructure Master Plan identifies the need to provide approximately 1,000,000 gallons of additional storage to meet the demands of water supply and fire flow capacity for future development.

Project Justification:

Additional water supply storage is necessary to support expansion of the Kings Industrial Park, which provides jobs and economic benefits to our community. The additional infrastructure will allow the City to be more competitive in our continued efforts to attract new industrial facilities to our Industrial Park.

Fiscal Implications:

Funding for the Industrial Park Water Storage Facility will be allocated from water capital reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project		Design	Construction		
	Engineering / Inspection		300,000	200,000		
	Construction			3,600,000		
	Contingency			360,000		
	Department Overhead		10,000	30,000		
Total Expenditure		\$0	\$310,000	\$4,190,000	\$0	\$0
Revenue	Funding					
	391 Water Capital		310,000	4,190,000		
	Total Funding	\$0	\$310,000	\$4,190,000	\$0	\$0

DOWNTOWN PROJECTS - FIVE YEAR CAPITAL PLAN

PROJECT TITLE	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Downtown Reinvestment Zone	50,000	50,000	50,000	50,000	50,000
Parking Lot / Alley Seal Coat Treatment	10,000	10,000	10,000	10,000	10,000
Downtown 2010 Plan Projects	50,000	50,000	50,000	50,000	50,000
Sixth Street and Phillips Street Parking Lot Construction	250,000	0	0	0	0
Police Department Parking Lot Expansion	0	250,000	0	0	0
China Alley Streetscape Improvements	0	0	130,000	0	0
TOTAL	\$360,000	\$360,000	\$240,000	\$110,000	\$110,000
FUNDING SOURCES					
004 Accumulated Capital Outlay	100,000	100,000	230,000	100,000	100,000
025 Central Parking and Business Improvement	150,000	10,000	10,000	10,000	10,000
020 Parking	110,000	0	0	0	0
183 Police Impact Fees	0	250,000	0	0	0
TOTAL	\$360,000	\$360,000	\$240,000	\$110,000	\$110,000

Downtown Reinvestment Zone

Project Background:

This project includes funding of infrastructure improvements as well as Downtown improvement loans and grants.

Existing Conditions:

Typical infrastructure that exists in the downtown includes parking lots, street trees, tree grates, street lights, signage, and planter bulbs. Some of these items are in disrepair and need to be updated to current standards.

Project Justification:

Downtown Reinvestment Zone Funds are utilized to encourage public/private partnerships to support development in the Downtown.

Fiscal Implications:

Funds for this program will be allocated from Accumulated Capital Outlay (ACO) Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction	Construction	Construction	Construction	Construction
	Construction	50,000	50,000	50,000	50,000	50,000
Total Expenditure		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Revenue	Funding					
	004 Accumulated Capital Outlay	50,000	50,000	50,000	50,000	50,000
Total Funding		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000

Parking Lot / Alley Seal Coat Treatment

Project Background:

These funds are used to seal City parking lots and/or alleys to extend the useful life of the pavement surface.

Existing Conditions:

Project Justification:

Pavement seal coat treatments protect the wearing surface of parking lots and alleys, inhibit water infiltration, and extend the serviceable life of asphalt concrete surfaces.

Fiscal Implications:

Funds for the Parking Lot/Alley Seal Coat Treatment Project shall be allocated from Central Parking and Business Improvement District Funds.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction	Construction	Construction	Construction	Construction
	Construction	10,000	10,000	10,000	10,000	10,000
Total Expenditure		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Revenue	Funding					
	025 Central Parking and Business Improvement	10,000	10,000	10,000	10,000	10,000
Total Funding		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000

Downtown 2010 Plan Projects

Project Background:

This project provides funds to implement projects identified in the Downtown 2010 Plan.

Existing Conditions:

The Downtown 2010 Plan was adopted in 1997. The plan identified projects to be completed that would enhance the aesthetics and feel of the Downtown Area. The plan included projects for parking lot upgrades, Civic Center Park renovation, streetscape improvements, landscaping and street trees, and street light upgrades.

Project Justification:

This project provides funds on an annual basis for implementation of the Downtown 2010 Plan.

Fiscal Implications:

Funding for this project will be allocated from Accumulated Capital Outlay (ACO) Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction	Construction	Construction	Construction	Construction
	Engineering / Inspection	2,000	2,000	2,000	2,000	2,000
	Construction	45,000	45,000	45,000	45,000	45,000
	Contingency	2,500	2,500	2,500	2,500	2,500
	Department Overhead	500	500	500	500	500
Total Expenditure		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Revenue	Funding					
	004 Accumulated Capital Outlay	50,000	50,000	50,000	50,000	50,000
	Total Funding	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000

Sixth Street and Phillips Street Parking Lot Construction

Project Background:

This project will construct a new public parking lot located at the northwest corner of Sixth Street and Phillips Street. Improvements will include construction of raised planter curbs, landscaping, decorative parking lot lights, sidewalks, drive approaches, pavement, and signing and striping.

Existing Conditions:

Land was recently purchased for the purpose of constructing a new public parking lot at this location.

Project Justification:

The new parking lot will add approximately 50 new parking spaces in the downtown area to alleviate parking congestion during peak usage periods.

Fiscal Implications:

Funding will come from the Accumulated Capital Outlay Reserves and Parking Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction				
	Engineering/Inspection	25,000				
	Construction	200,000				
	Contingency	20,000				
	Department Overhead	5,000				
	Total Expenditure	\$250,000	\$0	\$0	\$0	\$0
Revenue	Funding					
	025 Central Parking & Business Impr.	140,000				
	020 Parking	110,000				
	Total Funding	\$250,000	\$0	\$0	\$0	\$0

Police Department Parking Lot Expansion

Project Background:

This project will provide for the reconfiguration of existing parking spaces located east of the Police Station to provide for additional and more efficient parking.

Existing Conditions:

Existing parking areas located east of the police station (east of alley) are inefficient and function poorly.

Project Justification:

The reconfiguration of parking in this area will add four parking stalls and allow for more efficient use of the space.

Fiscal Implications:

Funds for the Police Department Parking Lot Expansion Project shall be allocated from Police Impact Fees.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project		Construction			
	Engineering / Inspection		25,000			
	Construction		200,000			
	Contingency		20,000			
	Department Overhead		5,000			
Total Expenditure		\$0	\$250,000	\$0	\$0	\$0
Revenue	Funding					
	183 Police Impact Fees		250,000			
Total Funding		\$0	\$250,000	\$0	\$0	\$0

China Alley Streetscape Improvements

Project Background:

This project intends to provide funding for the restoration of China Alley and enhancing the streetscape of the China Alley area of Downtown Hanford.

Existing Conditions:

China Alley was constructed in the late 1800's. The alley is located in the Downtown Hanford Enhancement Project Area and in the Downtown East Planning Study Area. Some of the buildings and streets in China Alley are in need of repair and restoration in order to bring this area up to current standards.

Project Justification:

China Alley is a jewel in the heart of Downtown Hanford. Many visitors each year visit China Alley making it a significant tourist attraction for the City. This project will assist in restoring China Alley to its former glory.

Fiscal Implications:

Funding for this program will be allocated from Accumulated Capital Outlay (ACO) Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project		Construction	Construction		
	Engineering / Inspection			15,000		
	Construction			100,000		
	Contingency			10,000		
	Department Overhead			5,000		
Total Expenditure		\$0	\$0	\$130,000	\$0	\$0
Revenue	Funding					
	004 Accumulated Capital Outlay			130,000		
Total Funding		\$0	\$0	\$130,000	\$0	\$0

AIRPORT PROJECTS- FIVE YEAR CAPITAL PLAN

PROJECT TITLE		<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Runway 14-32 Pavement Rehabilitation		1,070,000	0	0	0	0
South Transit Apron Pavement Reconstruction		0	298,500	1,723,150	1,723,150	0
Airport Taxilane Addition		0	120,000	0	0	0
Taxiway A, Connector Taxiways and Apron Pavement Rehabilitation		0	0	0	0	92,300
TOTAL		\$1,070,000	\$418,500	\$1,723,150	\$1,723,150	\$92,300
FUNDING SOURCES						
300	Airport	52,400	89,850	112,320	112,320	9,230
023	Special Aviation (FAA Grant)	957,600	268,650	1,550,830	1,550,830	83,070
004	Accumulated Capital Outlay	60,000	60,000	60,000	60,000	0
TOTAL		\$1,070,000	\$418,500	\$1,723,150	\$1,723,150	\$92,300

Runway 14-32 Pavement Rehabilitation

Project Background:

Project includes pavement sealing and resurfacing of Runway 14-32.

Existing Conditions:

The existing runway needs to be slurry sealed approximately every 5-7 years to ensure pavement durability and reliability and to comply with the guidelines for pavement management by the Federal Aviation Administration. Runway 14-32 was last resurfaced in 2013.

Project Justification:

This project includes design and construction of an Asphalt Pavement Slurry Seal to improve the pavement's useable life.

Fiscal Implications:

Federal Aviation Administration (FAA) provides funding for this project which requires a 10% Local match from Airport Capital Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Des./Const.				
	Engineering / Inspection	85,000				
	Construction	890,000				
	Contingency	89,000				
	Department Overhead	6,000				
Total Expenditure		\$1,070,000	\$0	\$0	\$0	\$0
Revenue	Funding					
	300 Airport	52,400				
	023 FAA Grant	957,600				
	004 Accumulated Capital Outlay (ACO)	60,000				
Total Funding		\$1,070,000	\$0	\$0	\$0	\$0

South Transit Apron Pavement Reconstruction

Project Background:

Project includes rehabilitation of the Airport's South Transient Apron and Taxilanes.

Existing Conditions:

The Airport's South Transient Apron and Taxilanes are in various stages of decline based upon the age of the pavement. The existing pavement surface is in need of repair.

Project Justification:

The Airport's South Transient Apron and Taxilanes are necessary for safe operation and function of the Airport. The pavement surface is in disrepair and in need of rehabilitation. This project will extend the useful life of the facility. The project will be to design pavement reconstruction/resurfacing of the Airport's South Transient Apron and Taxilanes. Plans will be developed for construction over a couple of years (Phase 1 and 2) as funding allows.

Fiscal Implications:

Federal Aviation Administration (FAA) provides funding for this project which requires a 10% Local match from Airport Capital Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project		Design	Construction	Construction	
	Engineering / Inspection		298,500			
	Construction			1,566,500	1,566,500	
	Contingency			156,650	156,650	
	Department Overhead					
Total Expenditure		\$0	\$298,500	\$1,723,150	\$1,723,150	\$0
Revenue	Funding					
	300 Airport		29,850	112,320	112,320	
	023 FAA Grant		268,650	1,550,830	1,550,830	
	004 Accumulated Capital Outlay			60,000	60,000	
Total Funding		\$0	\$298,500	\$1,723,150	\$1,723,150	\$0

Airport Taxilane Addition

Project Background:

Demand for additional Airplane Box Hangars currently exists. The Airport's Layout Plan (ALP) identifies future Box Hangar Pads located just east of the Foggy Bottom Drive Access Road.

Existing Conditions:

The Airport's ALP identifies a future Box Hangar Pad with utilities located nearby. The Pad has been graded but lacks a paved taxilane.

Project Justification:

This project includes the design and construction of a new paved taxilane to facilitate space for additional small sized Airplane Box Hangars. Installation of the Box Hangars will be funded by private investment. The City will recoup its investment in the proposed taxilane improvement by issuance of new land leases for Box Hangar

Fiscal Implications:

Funding for this project will be allocated from Accumulated Capital Outlay (ACO) Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project		Des. / Const.			
	Engineering / Inspection		7,500			
	Construction		100,000			
	Contingency		10,000			
	Department Overhead		2,500			
Total Expenditure		\$0	\$120,000	\$0	\$0	\$0
Revenue	Funding					
	300 Airport		60,000			
	023 FAA Grant					
	004 Accumulated Capital Outlay		60,000			
Total Funding		\$0	\$120,000	\$0	\$0	\$0

Taxiway A, Connector Taxiways and Apron Pavement Rehabilitation

Project Background:

Project includes rehabilitation of Airport Taxiway A, Connector Taxiways and Large Aircraft Apron Pavement Rehabilitation.

Existing Conditions:

The Airport Taxiway A, Connector Taxiways and the Large Aircraft Apron Pavement areas are in various stages of decline based upon the age of the pavement. The existing pavement surface is in need of repair.

Project Justification:

The Airport Taxiway A, Connector Taxiways and the Large Aircraft Apron Pavement areas are necessary for safe operation and function of the Airport. The pavement surfaces are in disrepair and in need of rehabilitation. This project will extend the useful life of the facility.

Fiscal Implications:

Federal Aviation Administration (FAA) provides funding for this project which requires a 10% Local match from Airport Capital Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project	Construction	Construction			Design
	Engineering / Inspection					92,300
	Construction					
	Contingency					
	Department Overhead					
Total Expenditure		\$0	\$0	\$0	\$0	\$92,300
Revenue	Funding					
	300 Airport					9,230
	023 FAA Grant					83,070
Total Funding		\$0	\$0	\$0	\$0	\$92,300

INDUSTRIAL PARK PROJECTS - FIVE YEAR CAPITAL PLAN

PROJECT TITLE		<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Pavement Treatment Various Streets		0	50,000	50,000	50,000	50,000
Landscape Renovation		0	50,000	0	0	0
Identification Signs		0	0	30,000	0	0
TOTAL		\$0	\$100,000	\$80,000	\$50,000	\$50,000
FUNDING SOURCES						
004	Accumulated Capital Outlay	0	100,000	80,000	50,000	50,000
TOTAL		\$0	\$100,000	\$80,000	\$50,000	\$50,000

Pavement Treatment Various Streets

Project Background:

This project provides funds to perform various pavement rehabilitation / surfacing treatments to extend the useful life of streets in the Industrial Park. Pavement treatment may include reclamite, crack filling, cape seal coating or deep patching.

Existing Conditions:

The Kings Industrial Park consists of 1,000 acres of developed and vacant land. The park is mostly developed with most infrastructure in place. Infrastructure in the park dates back to the 1970's. Streets in the park are heavily used by semi-trucks and vehicles and as a result are in varying degrees of disrepair.

Project Justification:

The Kings Industrial Park provides significant jobs to the City. Infrastructure must be in good repair in order to attract new businesses and keep the existing businesses content. This is an effective way to make the Industrial Park more business friendly. This will attract new investment, core jobs and lead to a fully occupied Industrial Park.

Fiscal Implications:

Funds for this project will be allocated from Accumulated Capital Outlay (ACO) Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
	Program or Project	2019	2020	2021	2022	2023
			Construction	Construction	Construction	Construction
Expenditure	Construction		50,000	50,000	50,000	50,000
Total Expenditure		\$0	\$50,000	\$50,000	\$50,000	\$50,000
Revenue	Funding					
	004 Accumulated Capital Outlay		50,000	50,000	50,000	50,000
	Total Funding	\$0	\$50,000	\$50,000	\$50,000	\$50,000

Landscape Renovation

Project Background:

This project provides for the renovation of landscaping along the frontages of 11th Avenue from Industry Avenue to Iona Avenue and along Iona Avenue between 11th Avenue and Burlington Northern Santa Fe Railroad.

Existing Conditions:

The Kings Industrial Park consists of 1,000 acres of developed and vacant land. The park is developed with most infrastructure in place. There are 18 businesses in the park. Landscaping currently exists in the right-of-way along Iona Avenue, 11th Avenue, and Industry Avenue.

Project Justification:

Landscaping is important for business attraction and retention. This project will renovate existing landscaping along the street frontages of Iona, 11th and Industry Avenues. Work will include installation of a new irrigation system and planting of additional trees.

Fiscal Implications:

Funds for this project will be allocated from Accumulated Capital Outlay (ACO) Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project		Construction			
	Engineering / Inspection		5,000			
	Construction		40,000			
	Contingency		4,000			
	Department Overhead		1,000			
Total Expenditure		\$0	\$50,000	\$0	\$0	\$0
Revenue	Funding					
	004 Accumulated Capital Outlay		50,000			
	Total Funding	\$0	\$50,000	\$0	\$0	\$0

Identification Signs

Project Background:

This project provides for the construction of two (2) monument-type Industrial Park entrance signs strategically located at the intersections of 11th and Idaho Avenues and 10th and Idaho Avenues.

Existing Conditions:

The Kings Industrial Park consists of 1,000 acres of developed and vacant land. The park is developed with most infrastructure in place. There are 18 businesses in the park. There are two existing industrial park signs: one located at the southeast corner of Iona Avenue and Crown Avenue, and one located at the northeast corner of 11th Avenue and Industry Avenue.

Project Justification:

Signage is important in order for businesses to be found in the Industrial Park and for business attraction. Additional signage is necessary subsequent to the Industrial Park expansion south of Industry Avenue. There is currently no signage north of Industry Avenue.

Fiscal Implications:

Funds for this project will be allocated from Accumulated Capital Outlay (ACO) Reserves.

Project Budget Summary:

		5-Year Funding Allocation				
		2019	2020	2021	2022	2023
Expenditure	Program or Project			Construction		
	Engineering / Inspection			2,000		
	Construction			25,000		
	Contingency			2,500		
	Department Overhead			500		
Total Expenditure		\$0	\$0	\$30,000	\$0	\$0
Revenue	Funding					
	004 Accumulated Capital Outlay			30,000		
Total Funding		\$0	\$0	\$30,000	\$0	\$0



**AGENDA
STAFF REPORT**

MEETING DATE: 7/26/2018	AGENDA SECTION: 8
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SUBJECT:
City Council Actions

FISCAL IMPACT:

ATTACHMENTS:
City Council Actions

CITY COUNCIL ACTIONS

Meeting of May 1, 2018

1. None to report

Meeting of May 15, 2018

1. Approve Notice of Completion for Tract No. 914 Myndrup/Chandler Park Subdivision Unit 1.
2. Public Hearing to hear comments for the removal of five mid-block crosswalks in the downtown area.

Special Meeting of May 29, 2018

1. Adoption of Resolution 18-20-R rescinding resolution 17-05-R, which was approved by City Council to vacate & abandon approx. 46,389 sq. ft. of public right-of-way on Energy Street, east of 11th Avenue.

Meeting June 5, 2018

1. Award contract to Chrisp Company of Fremont, CA for the FY 16/17 Bicycle & Pedestrian Facilities Improvements Project.
2. Continue Public Hearing for possible closure and removal of five mid-block crosswalks in the downtown area.

Special Meeting June 12, 2018

1. None to report

Meeting June 19, 2018

1. Continue Public Hearing for possible closure and removal of five mid-block crosswalks in the downtown area.

Meeting July 3, 2018 - Cancelled

Meeting July 17, 2018

1. Approve Notice of Completion for Lacey St. Median Renovation Project.

2. Award contract to VSS International, Inc. of W. Sacramento, CA for FY17/18 Single and Double Fiberized Micro-Surfacing Project.